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## THE GRASSHOPPER RAID.

IT was in the fall of 1874 when this insect, commonly called the Rocky Mountain locust, made a devastating visit to Kansas and Western Missouri.

Cyclones had been of frequent occurrence, and almost everyone was struck dumb with terror when the ominous green cloud, fringed with grey, loomed up in the sky, knowing full well that whenever it touched the earth, houses, barns, cattle, and other living things, were snatched up in the mad whirl, and dashed, no telling where—some, never to be heard from again.

For two long summers, the brassy skies refused to give any rain. Vegetation withered under the scorching rays of constant sunlight.

When the moon climbed up from the eastern horizon, as an artist would say, it looked like flake white mixed with chrome red.

During the last Autumn of this long drouth, the Rocky Mountain locust, being forced eastward to ob-

tain sustenance, came in countless swarms. You could look up between earth and sky, any of those tranquil autumn evenings, and see the air filled with insects like snow flakes during the progress of a heavy snowstorm.

The luckless farmer said, "There's not much for 'em to destroy now, and our cold winter will put an end to them before plantin' time in the Spring." Little did he dream they were depositing their eggs under the surface soil of every sunny slope for hundreds of miles.

The following Spring came and with it plenty of rain. Everybody was in high spirits. Gardens were made with great care. Corn was planted and came up as by magic. Great lettuce-heads grew crisp and tender. Onions grew rank and odorous in consequence of the moist atmosphere and the benefit the long drouth had imparted to the soil. The farmer arose from his bed betimes in the exuberance of his spirits over the

prospect, almost imagining that some fairy had been at work while he slept.

But, alas for human expectations! The sun-warmed slopes began to show signs of incubating insects. Old men put on their spectacles and got down on their knees in order to bring their eyes close enough to the ground to make assurance sure. "It is the dreaded grasshopper," is the universal verdict, "and they are hatching by millions from the eggs deposited by the swarm last fall." Wee, black things they were, scarcely so large as a full-grown flea, but so numerous as literally to cover the surface of the earth, and so restless as to give the ground the appearance of being in motion.

Myriads upon myriads would not express the number. As yet, their wings were undeveloped and their mode of locomotion was that of hopping. They caught the phenomenal growth which marked the vegetable kingdom, and their appetite increased proportionally.

Corn fields "clad in living green" to-day, were shorn of their verdure in a night, and were barren wastes by morning. When they attacked an onion bed, that tender edible emitted such a perfume as only a lover of that vegetable could appreciate. The movement of their jaws was distinctly audible, as every species of vegetation disappeared therein, except tomato vines. They grew and held undisputed possession of the soil, though every

weed was removed from around them. The forest was stripped of its foliage and we were greeted with a winter landscape in the month of June. Though copious rains continued to wet the ground, and the sun poured down his fructifying rays, yet no green herb or leaflet was permitted to rear its solitary head to relieve the dreary aspect.

The farmer returning from his desolated fields, threw himself down in utter despair and wept like a helpless child. He had already eked out a subsistence through two seasons of severe drouth; he had divided his meager store of corn among his horses until the allowance of each was hardly sufficient to sustain life, and they were so weak they could scarcely draw a load of wood to cook the scant supply of food for the family.

His cattle were slabsided, walking skeletons, having lived upon nothing but straw through the winter. The supply of milk had become so reduced it was hardly sufficient to keep the calves alive until they were old enough to be fed bran-slop, and now to be disappointed in the anticipated supply of grass on which he had based his hopes of salvation from starvation was more than he could stand. His spirit was broken. He could only weep.

True to the generosity for which the American people are justly celebrated, those living east of the plague-stricken district came nobly to the

rescue, sending food for man and beast with liberal hand from their well-filled barns and plethoric larders.

The govenor appointed a day of fasting and prayer for the people and recommended that the churches should publicly offer a simultaneous petition to Almighty God to remove the existing curse. When the day arrived men, women and children were seen wending their way to the house of God, perfect helplessness depicted in the countenances of all. A more devout and humble congregation never knelt before the throne of Grace. "Man's extremity is God's opportunity." That very night such a rain, as perhaps never fell from the clouds, poured down, deluging the earth and converting gullies and rivulets into streams that could not be forded by man or horse for the time. Roofs of houses, under which the inmates had for years before lived with dry surroundings now gave way, compelling the occupants to flee to the

dwellings of more fortunate neighbors to escape the drenching which the old shingles now admitted.

The next morning dead hoppers could be scooped up by car loads all over the country.

In a few days thereafter those which had escaped death from the flood, had acquired sufficient wing-development for aerial navigation and at once took a hasty departure for a more congenial clime among the Rockies. The dark rich soil of the fields lay denuded under the blistering rays of a hot June sun.

Though late in the season, seeds were gratuitously furnished and farmers proceeded to replant their crops. But even men who owned hundreds of acres were compelled to accept charity until the new returns of their labor came in. We know from that time the meaning of the eighth Plague of Egypt.

MRS. M. V. WASHINGTON.

## THE CASCADE TUNNEL,

AND THE MAN THAT MADE IT.

GENIUS and skill are the great mental powers of man which promote civilization and develop nations to a higher plane. Men endowed with these gifts have existed from creation to the present day; but their achievements were slow. Not until the later centuries have they produced revolutions or great results, even in the growth and material affairs of nations. Within the nineteenth century steam has been utilized and applied to transportation by land and water; and electricity has been harnessed and applied to rapid communication, by the telegraph and the telephone, between localities and nations, and to rapid transit in cities, by the same subtle power. Distances have been shortened by great subterraneous avenues through mountains and under water in railway transportation—all for the use of man in the aggrandizement of our higher civilization. Probably no two classes have accomplished more in this direction than the civil engineer and the electrician. Of the latter, Edison is the hero; while of the former there are many heroes, because the field is greater therefor. To the science of engineering and the skill of engineers, nations

and communities are indebted for their great monuments of commemoration of fame, of valor, of heroism, of events, and of works of internal improvements, including canals, railroads, aqueducts, reservoirs and other similar works in the interest of society, commerce and general progress in civilization.

The time was when the announcement of a purpose to accomplish any of the great works of engineering skill that now exist in this and other nations would have been ridiculed as impossible—as the whim of insane imagination. But human progress and practical experience has changed all this to real verities. Within the present century the greatest works of engineering and construction have occurred; in fact, nearly all of them, except those of ancient monuments, temples and pyramids and mining—the latter early in the seventeenth century.

Among the greatest feats of engineering skill and of construction in the present age, in overcoming the obstacles of nature, are those of making tunnels through mountains of solid rock, under bodies of water, and through the soft earth, for mining

and transit purposes. The ancients caught the idea of tunnelling from the works of nature, whose forces accomplished wonderful feats before those of man—accounts of which are numerous. The deep-washed rocky canyons and caves in this and other countries show the power of running water. In Asia, a hill is pierced by a river forming a natural tunnel, through which it flows. The Mammoth Cave of this country, as well as those of other countries, are evidences of nature's tunnelling; as also are those various instances of caves and tunnels in the rocky coasts of the oceans, produced by the action of their waves and tides.

With these evidences of nature's work in tunnelling human effort was inspired, and applied thereto several centuries ago for the various requirements of mankind. We are told that the tombs of kings and other renowned personages of Thebes were tunnelled into hillsides, for hundreds of feet; and that the rock from which the Pyramids were constructed was quarried by the Egyptians by driving a tunnel into the mountain a long distance, from which cross and parallel galleries were cut, and large spaces, several hundred feet wide, were cleared, where the rock was cut for use by tube-drills, saws, etc. At an ancient period the River Euphrates was tunnelled and arched with masonry; and also wherever the Roman army, in its peregrinations, required subterraneous passages for

roads, water supply, drains, etc., tunnels were made. In these early periods the means for tunnelling were rude, though the engineering may have been skillful, as was the case in the construction of a tunnel for the drainage of Lake Fucino, which extended three and a half miles and required forty shafts four hundred feet in depth, through which the rock and dirt was hoisted in copper buckets by windlasses. We are told that it took thirty thousand laborers eleven years to complete this work, which was then the longest tunnel in the world.

Among the most noted subaqueous tunnels of the world were those under the Thames, the Severn, the Mersey, in Europe. That under the Thames was undertaken in 1825, by Mr. Brunel, and completed in 1843—eighteen years. At some difficult points the cost of this work was £1,300 per linear yard. It is for railroad use. The tunnel under the Severn river is four and one-third miles in length, and was commenced in 1873, and completed in 1886—thirteen years—by T. A. Walker, as contractor. The character of the ground and the flooding of water were such that, notwithstanding the immense pumping power—66,000,000 gallons per twenty-four hours—6,000 cubic yards was the most excavated in any one week; and this after an upper heading had been run entirely across the river, to test the ground. This tunnel is large enough for a double-track railway. The tunnel under the Mersey river is one

mile long. It was commenced in 1880, by the Messrs. Waddell, and completed in 1886. A movement was made in 1881, by Sir Edward Watkin and others, to extend a tunnel under the English Channel, a distance of thirty miles, to connect England and France by railway. Shafts have been sunk and experimental work has been extended under the channel. A similar move was also made in 1880, to tunnel the Hudson river, between New York and Brooklyn, a distance of one mile. About one-eighth of the distance was completed, when lack of money caused it to stop.

The foregoing are the greatest subaqueous tunnelling projects of the world, which are of modern date. Mine-tunnelling, by means of shafts, was engaged in by the ancients as early as the sixteenth century, by means of picks, hammers and chisels, and ventilation produced by swinging-blankets in the headings. Not much improvement was made in tunnelling by the Romans or other nations, until the invention of gunpowder.

With the advent of railroads, mountain and other kinds of tunnelling became more frequent. Within the past thirty-five years stupendous feats of mountain-tunnelling, for railroad uses, have been accomplished, through the skill of engineering and the courage and ability of contractors. The longest mountain-tunnels in the world are the Mt. Cenis, St. Gothard, Arlberg (through the Alps, in Switzerland); the Hoosac,

through the Hoosac mountain, in Massachusetts; and the Cascade, through the Cascade mountains, Washington, United States. The Mt. Cenis tunnel, seven and a half miles long, was commenced in 1857, worked by hand force from both ends until 1861, when machine-drilling was applied, and was completed in 1871—fourteen years. The average progress of work was 2.57 lineal yards per day, the average cost of which was £228, or \$1,140 per lineal yard. It is well to note that the cost of labor employed upon this work was only about one shilling, or twenty-five cents, per day, while in the United States similar labor costs from \$3.50 to \$4 per day. The next, St. Gothard tunnel, nine and a half miles long, was commenced in 1872 and completed in 1881—nine years. Machine drills were used from the first by compressed air power—six to eight Ferroux drills, attached to a carriage, making 180 blows per minute. The average of work was 6.01 lineal yards per day, which cost £148, or \$740, per lineal yard. The process of excavation was to run upper headings, eight feet square, in advance, then with two faces and forces working from centre to each side, one below the other, with dump-car tracks on each half section, thus doubling the progress. The Arlberg, the third of the Alps tunnels, six and a half miles long, was begun in 1880, and completed in 1883—over three years. The average progress of the work was 9.07 lineal

yards per day, which cost £108, or \$540 per lineal yard. This tunnel was worked from both ends, and the order thereof differed from the others in this—that the main heading was excavated from the bottom instead of from the top. Ferroux percussion drills and Brandt's rotary hydraulic drills were used. After each blast a spray of water was thrown, which aided ventilation, besides the 8,000 cubic feet of air blown in by ventilators per minute. Besides, in this steam dump-cars were used, instead of mule cars, as in the Mt. Cenis and St. Gothard, which greatly expedited progress. Again, there were two smaller headings, besides the main one below, which were driven, right and left, from a shaft extended upwards, about every hundred feet, in the centre of the tunnel, in which two forces worked, also expediting the work. The Hoosac tunnel, which extends through the solid slate rock of Hoosac mountain four and three-fourths miles in extent, was commenced in 1855, and completed in 1874—over nineteen years. It cost the State of Massachusetts about \$16,000,000. When the Hoosac tunnel was completed it was, excepting the Mt. Cenis, the longest one in the world, and regarded a wonderful achievement in modern engineering. But since its completion, the St. Gothard and Arlberg of the Alps both excel it in length, as elsewhere noted. However, the largest artificial tunnel in the world—other than

through mountains, for railroad use—is the present Croton tunnel, extending from the Croton dam to the reservoir in New York city, a distance of thirty-three and a quarter miles. It is thirteen and a half feet in width and height, and supplies the water for about a million and a half of people.

Now comes the grandest achievement of them all—

#### THE CASCADE TUNNEL.

The Cascade range of mountains, through which this subterranean avenue passes, extends from British Columbia through Washington, Oregon and California—through the latter State as the Sierra Nevada range. The entire range parallels the West Pacific coast, at about an average distance of seventy-five miles back therefrom, and is next to the Rocky Mountain range in extent and altitude.

From the time it was determined to make Puget Sound the western terminus of the Northern Pacific Railroad, the possibility of finding a feasible route through the Cascade range therefor was under consideration by that company, and several of the supposed passes were from time to time examined by engineers between the years 1873 and 1884, of which the Natches, Stampede and Snoqualmie were prominent. During this period there was considerable effort on the part of Seattle to secure the selection of the Snoqualmie route, which would lead to that place; and

by Yakima and Tacoma, to secure the adoption of the Natches route, leading to the latter point. But the matter being left largely with the principal assistant engineer in the field, V. G. Bogue, he—aside from local preferences, but from the practical standpoint of an engineer—selected and recommended the Stampede route, lying between the other two routes, and for the further reason that the road would thus traverse the entire Yakima Valley, including that fine portion in Kittitas county, which selection and recommendation was adopted by the company in the fall of 1884. This route involved a tunnel through the backbone of the range—as also did the other routes, but of longer distance. During the following year the Cascade division of the Northern Pacific having been completed to Yakima, its construction was continued up the Yakima River toward Ellensburg, and the survey having been made and the road definitely located, it was found that the grade was too great to get over the mountains without a tunnel about two miles long. The altitude of the mountain which it was found necessary to tunnel is 3,970 feet above the level of the sea, and its highest point above the top of the tunnel is over 1,400 feet, the average depth being about 1,200 feet. The elevation of the east portal of the tunnel above the sea is 2,827 feet, and that of the west portal 2,800 feet.

On the 21st of January, 1886, twelve

bids, previously called for, were opened in New York city, for boring a railroad tunnel about two miles long through the Cascade mountain range. Of these, that of Nelson Bennett was the lowest. The engineering department of the Northern Pacific Railroad Company had made a thorough survey of the point to be tunnelled, as well as the topography of the country leading thereto, investigated the various improved machinery for rock-drilling, etc., and concluded the work could be done within twenty-eight months. Other bidders of practical experience in such work fixed their figures double those of Mr. Bennett, because of the limit of the time in which the work must be completed or forfeit the \$100,000 required to be pledged for the fulfillment of the contract, and ten per cent. of the entire contract price besides; and because of the great difficulties confronting them in getting the machinery, etc., on the ground, which daunted their courage. So short was the time and grave the difficulties that Mr. Bennett submitted two bids—one within the twenty-eight months required, and another at \$100,000 less and the assurance that the work should be prosecuted with unabated vigor, if the company would release him from the limit of time. But this bid it declined to consider, but did accept his limited bid; and a contract was on that day then concluded and signed, between the Northern Pacific Railroad Com-

pany and Nelson Bennett, to make this great tunnel within the twenty-eight months required from the date thereof. Mr. Bennett had been a railroad contractor since 1881, and from that year had constructed over 250 miles of the Northern Pacific through Montana, under the firm name of Washington Dunn & Co., and about 150 miles of the same line from the Columbia river toward the Cascade range, in Washington, on which he was engaged when the tunnel contract was awarded him. One of the controlling reasons why Mr. Bennett's bid was so much lower than some of the others was, that he had confidence in the conclusion of the engineers that the work could be done within the prescribed time, because he knew them and had done contract work under them, while the others had not and lacked faith in their close estimates. Another reason was, because of his practical knowledge of what could be done under forced circumstances, by a judicious selection of men and proper appliances with which to work, all supported by a never-failing nerve and ceaseless perseverance.

On the day the tunnel contract was executed, Mr. Bennett telegraphed his general manager, Capt. Sidney J. Bennett, at Yakima, to at once gather a force to clear the way to get the machinery on the ground for operations, which Mr. Bennett purchased and shipped while in New York, consisting of five engines, two water

wheels, five air compressors, eight 70-horse power boilers, four large exhaust fans, two complete electric arc-light plants, two miles of six-inch wrought iron pipe, two miles of water-pipe, two fully-equipped machine shop outfits, tools, etc., thirty-six air-drilling machines, several tons of steel drills, two locomotive engines, upon which were the names "Sadie" and "Ceta," in honor of his two little daughters; sixty dump-cars, two saw-mill outfits, one for each end; telephones for each end of tunnel and each working point therein, and many other necessary things to prosecute the great undertaking. This machinery and equipments were shipped by rail to Yakima, Washington, then the end of the track of the Northern Pacific westward. From this point it was transported on wagons and sleds a distance of eighty-two miles to the east portal, and eighty-seven miles to the west end of the tunnel, as soon as it arrived, the first wagon-loads starting February 1st, and the first compressor boiler February 22nd, 1886. It took from this time until June 19th before the machinery and implements reached the east portal and were placed in operation; and it took until July 15th before the machinery reached the west portal—seven miles further—and placed ready for operations. Meantime, however, a force of men reached the east portal February 1st to clear the approach, and on the 13th hand-drilling commenced and extended 411 feet up to

the time machine-drilling commenced, June 19th. About March 1st a force of men also reached the west end to clear the approach, and on the 15th of March hand-drilling commenced and extended 488½ feet up to the time machine-drilling began therein, September 1st, 1886.

The most heroic part of this great undertaking was the preparation therefor. The clearing the way and getting the machinery on the ground was a herculean task; and nothing is hazarded in the assertion, that not one man in a thousand would have had the courage to continue to the end of the undertaking, the difficulties were so great. As before noted, the machinery and material had to be transported by wagons and sleds eighty-two and eighty-seven miles between the first of February and August, from an altitude of about 500 feet to that of 2,800 feet, through deep mud and snow, and much of the distance, through thick and heavy coniferous forests and over steep mountains. For the entire distance until the mountain range was reached, the course was over hills, through valleys, across streams, and much of the way along an untraveled route. For the last fifteen miles of this distance before ascending the Cascade range, the mud was so deep the result of a "Chinook" or thaw, that it was impossible for the double teams to haul the wagons, they sinking in the mire to the hubs. To overcome this difficulty, planks had to be secured and brought

from mills in the rear, and laid down lengthwise in front of the wheels of each wagon of the train, and as fast as they were used hauled to the front and distributed along the way to be again used in the same manner by all the heavily loaded wagons of the train. The mode of hauling the wagons over these lengthwise planks, was by block and tackle, with the rope tied to the end of the wagon tongue and a team attached to the other end, while the men guided the wagons on the planks by the tongue. The fifteen miles were made in this way at the rate of about one mile a day. When the range of high mountains and deep gorges were reached new climatic conditions were found—snow was encountered so deep that it was found necessary to improvise sleds from small fir trees and transfer the loads of heavy machinery, etc., from the wagons to them for transportation the remaining distances. So difficult and perilous was the new made road from gorges five hundred to a thousand feet deep, up and along precipitous mountain sides, where it was impossible for the teams to haul the loads, that the block and tackle had to be again applied in making the ascent for eight or ten miles before the east end of the tunnel was reached, and for seven miles farther to the west end thereof.

The preparation necessary for this great work was beyond the comprehension of many ordinary minds. Like an army, it required a corps of

men to move in advance to cut and prepare the road, build bridges where required, and to establish camps and way stations, which were located about every twelve miles from the base of supplies to the tunnel, about the distance a loaded team would make in a day, at which canvas tents were pitched, where teams were provided for and men fed and lodged on their way to and from the great work. At all these stations supplies were distributed from time to time as required. During the several months in which the machinery and implements were being transported from Yakima to the tunnel, there were about 100 teams on the route and several hundred men. The progress of the heavily loaded teams was so slow—from one to five or six miles a day—that they took tents and supplies with them for camping wherever night overtook them when they failed to reach a station. Not only in getting the machinery, implements and supplies for this great work on the ground did the magnitude of the preparation include, but for operation thereat, as well, as shown by the first report from the superintendent on the ground to the general office of Mr. Bennett, at Tacoma. It says:

February 13, 1886.

"On February 9th, I found things at Cascade tunnel thus: Before we could get to the east end of the tunnel we had to shovel a road through snow 800 feet long and six to eight feet deep. At the face of the tunnel

there were 200 inches of water falling from the top of the bluff 170 feet, which had to be turned. We made a cut through snow and ice, twenty feet wide, eight to ten feet deep, and 150 feet long, to get to the portal of the east end. In order to reach the west portal it is necessary to shovel a trail through snow from four to ten feet deep, four feet wide, and four miles long. The grade of the railroad is twenty feet below the bed of the creek, and 10,000 yards of solid rock excavation to be made before it can be reached; and also a 1,600 feet haul for waste dump."

Beside this, houses in which to feed and lodge the men, stables for the horses, saw mills, shops for mechanical and other work, stores for supplies, etc., had to be erected at each end of the tunnel. For those at the east end, the depth of twenty feet of snow had to be shoveled away to get a ground foundation for them, and when built, the snow was over thirty feet above some of them. At the west end, fifteen feet of snow had to be shoveled away for the same number and character of buildings. The foregoing indicates the hindrances that were experienced in getting to the points of operation and preparing therefor; and the reader can imagine the slow headway made under such gigantic difficulties.

The mountain through which the tunnel extends is the backbone, so to speak, of the Cascade range at that point, and with the general range,

forms the water shed from which all of the larger rivers of the State have their source, except the Columbia, flowing eastward and westward. Two of these larger rivers rise on either side of this range. One, the Yakima, has its source a few miles northwest from the tunnel and has, for ages, washed the eastern base of the tunneled mountain, and from near the eastern portal courses eastward to the Columbia, thus forming a chain of breakers in the hills and mountains from its source to its mouth, near Pasco. The other, the Green, rises a few miles southward of the tunnel and courses along the western base of the same mountain and flowing westward from near the west portal forms a course of mountain breaks to Puget Sound. Thus the attrition of these rivers flowing along the base of this backbone mountain for ages, made it possible, through the openings in the mountains they caused, to reach and tunnel this mountain. Both these rivers form long, and to a great extent, vast and productive valleys along which the Northern Pacific Railroad extends from the Columbia on the east, to Puget Sound on the west, a distance of about two hundred and fifty miles, from which it gathers large shipments of products.

While the construction of the Northern Pacific Railroad was approaching the east end of the tunnel, it was determined to carry the line over the mountains for temporary use

pending the boring of it by means of a "switchback" or reverse system of trackage, seven miles in extent, zigzagging and winding from mountain base to the summit many hundred feet high at a grade of 300 feet to the mile—a bold and skillful piece of engineering, which was executed under the immediate direction of H. S. Hudson, principal assistant engineer of the Northern Pacific road, as was also the survey and general oversight of the tunnel from its location to completion. The "switchback" was conceived and constructed as a matter of economy—for the profit that would accrue, as well as the benefits it would afford the public until the tunnel was ready for use. It cost the railroad company \$400,000, and the receipts from the business over it during its use from its completion, July 2, 1887, to the completion of the tunnel, May 14, 1888, were about \$500,000, which more than paid its cost.

During travel over this stupendous mountain trackage, not only were travelers amazed at the grandeur of the scenic views, and of the genius and skill of the engineering, especially of the western slope of the range, near the west portal of the tunnel, where five tracks were seen, one above another, zigzagging up the mountain side; but also did they often express surprise and wonder at the energy, perseverance and undaunted courage of the man who undertook and accomplished the almost superhuman feat of transporting by wagons the ponder-

ous machinery, implements, and supplies for the tunnel work, as they viewed, from various points from the cars, the road cut through the dense and heavy coniferous timber in mountain gorges from five hundred to a thousand feet deep, and zigzag up, along, and down the sides of that steep and rugged mountain region for miles, where civilization had never before extended its foot prints. This was the heroic part of this great undertaking, and tested the metal of the man who bored a two-mile opening through a mountain of solid rock nearly 4,000 feet above the level of the sea, 1,400 feet under ground without shafts, and from thirty to fifty miles from civilization.

It is doubtful that any tunnel work was ever before undertaken where the difficulties and the cost were so great in getting to and preparing for it, as were those of the Cascade tunnel. It took about six months to clear the way and get the machinery and material to the work, which cost Mr. Bennett a cash expenditure of \$125,000, before the tunnel work was commenced. The St. Gothard and the Arlberg of the Alps, and the Hoosac, of this country, were attended with no such difficulties, as they were in old settled countries and reached by railroads less difficult of access. Not only great depths of snow were encountered in the Cascade mountains, but the course of two streams of water had to be changed at each end of the tunnel, one of which—at the

east end—fell over the portal a distance of 170 feet from the steep mountain side above, presenting a beautiful scenic view in its wild leap from its source to its bed below.

By the terms of the contract, this tunnel was to be sixteen and a half feet wide in the clear; twenty-two feet wide from the bottom to the apex of the arch, and about two miles in length; and to be completed in twenty-eight months from January 21, 1886, the date of the contract. As before noted, about six months of this time was consumed in getting the machine drilling into operation, thus leaving but twenty-two months in which to accomplish the work; although during the first six months the approach excavation work, and 899½ feet drilled by hand, was done. The character of rock nearly the entire length of the tunnel, was of the basaltic trap species, and its formation was in regular layers, thus showing no disturbance thereof, with a westward trend at an angle of about one foot in thirty, and the ledges were cut at about that angle. The strata varied in thickness from six inches to four or five feet. The working of this tunnel was similar to that of the St. Gothard, of the Alps, by the upward heading process extended from the top of the arch downward eight feet, and inward thirty feet ahead of the bench or bottom work. The entire tunnel was timbered along the sides and overhead as the work progressed, with the exception of five

hundred feet extending inward from each end, which did not require it. The timbers of the heading or upper section rested upon the bench, and as that was removed timbers were placed under those above. The process of the Arlberg tunnel of the Alps was the reverse of this; the main heading was extended along the bottom thereof and shafts were extended upward about every 100 feet or more, and smaller headings worked right and left, where the tunnel would be, at different points, enlarged to its full extent simultaneously, in sections of twenty-five feet. Engineers say that this is the most rapid but the most expensive process of working a tunnel—through rock. However this may be, the Cascade tunnel was worked for economy, as well as speed, which obtained in both cases.

The progress of the work in this great tunnel was attended with conditions and incidents more or less interesting, as showing the care and skill with which it was managed under the immediate superintendence of Captain Sidney J. Bennett, a brother of the contractor, and the general and vigilant oversight of the latter.

A detailed report covering the entire operations of every day of twenty-four hours, including the character of the rock; number of feet bored in the heading and excavation of the bench below; the timbering; the working of the machinery in and out of the tunnel; incidents of the blasting; concerning supplies; operations of the

employes; character of the weather; accidents etc., was made and addressed to Mr. Bennett, at his general office at Tacoma, so that he knew each day, everything pertinent to the operation and progress of the enterprise the day before. From the time the machinery was placed in operation and the work under full headway, there were employed on an average 350 men, who were paid regularly and promptly at the end of each month. They were employed by the day, of ten hours, and paid according to the character of the work and skill required; ranging from \$2.50 to \$5; they paying their board at the rate of seventy-five cents per day, which, with lodging houses, was furnished near the portals. In addition to the foregoing named daily wages paid, a bonus was also paid to all men working inside of the tunnel as follows: For every foot gained during the month over the necessary average of 13.58 feet per day, each laborer, doing continuous duty through the month, was paid twenty-five cents extra for each foot so gained; and each drill man or expert workman was paid fifty cents extra for each foot gained on the required average. This was done as an incentive to hold the men to duty through each month.

Work was carried on every day and night in the year, requiring two "shifts" in each end, composed of about seventy-five men in each—one for day and one for night work. Besides these, there were the engineers,

firemen, carpenters, machinists, roustabouts, etc. It is estimated that the monthly pay roll for labor alone amounted to about \$30,000. Besides this large expenditure, that for blasting powder, wood, provisons, repairs, new implements, incidentals, etc., was also large.

From the records of the daily reports of the operations of this great work of internal improvement, in the interest of the development and commerce of the North Pacific coast, so rich and varied in natural resources, which attracted the attention not only of this coast, but of the railroad circles of the whole country as well, extracts are noted illustrative of the progress made and the incidents connected therewith; as well as of the hindrances that more or less interfered with it, such as snow, rain, floods, accidents, friction in authority, discontent of the laborers, causing some to leave, and some to "strike," etc.

"February 15, 1886.—Work on excavation on approach to tunnel at west end will be prosecuted until point of heading is reached." "March 15. Thirty-six inches of snow fell within the last thirty-six hours." "March 21. Rained for the last twenty-four hours." "March 27. Began work on the 'bench' inside of the east portal." "March 31. Commenced timbering; put twelve setts in—the first used." "April 1, 1886. Sixty men worked in east end. Completed excavation of the approach to

the heading at the west end." "April 2. Commenced running the heading of the west end. The extent of the day's work was 5 1-2 feet by hand drills. The excavators at the east end have made to this date, 200 feet." "April 6. Rock harder—blue trapite in west end." "May 1, 1886. Snow retarding the work in the east end cut." "May 5. The first man was injured. It was by a falling rock." "June 19. Two Ingersoll drills first started in east end—the first machinery that started." "July 24. About 150 men in east end struck for nine hours as a day's work. It lasted two days, but did not prevail."

In this matter the sheriff of the county was called upon the ground to prevent disorder and injury to persons or property. One man was shot by him in his attempt to escape arrest on a criminal charge.

"August 9, 1886. Electric lights were extended in the west end, having been previously placed in the east end. The rock in the east end is getting so hard that it has to be blasted with No. 1 giant powder." "August 18. One man killed and another injured by blasting." "September 1, 1886. Three Ingersoll drills started for the first in the west end."

On this day, September 1, 1886, an estimate was made of the number of feet necessary to be extended each day in order to complete the work within the contract time, May 21, 1888; and it was found that an average of 13.58 feet per day of twenty-

four hours must be made to accomplish it. The end of this month, September, found them 33 feet short of the daily average required. To continue the extracts;

"September 5. Work was advanced so far that the smoke and gas incident from blasting, had to be remedied, and the steam fans were applied, which helped clean the tunnel thereof." "September 25. Drilling was delayed because of the breaking of rock above the grade of the tunnel caused by blasting shots, which took five days to remedy." "October 15. Air boxes were extended 265 feet in the west end." "October 29. The tunnel is in bad shape; the roof is cracking and rock is falling, which causes delay." "The end of October showed a gain of 17 feet over the daily average required." "November 1. A foreman and five men have quit because of some grievance, and left camp." "November 15. Snow sheds over the dump track had to be built." "November 25. Seventeen cords of wood used in the east end of the tunnel for packing behind the timbers." "November 29. A land slide into the crib became so extensive we had to stop work in east end for a week, which delays progress."

In the month of November the work fell behind  $23\frac{1}{2}$  feet in the daily average. "December 1, 1886. Work delayed by rain which caused the east end of the tunnel to be flooded." There was a loss of the required average this month of nine feet.

It will be remembered that the drilling machinery did not get into operation in both ends of the tunnel until the first day of September, 1886, that of the east end two and a third months prior, thus making an average of about five months of machine work in the tunnel during the year of 1886, at the end of which the daily average of extension was 48 feet short.

During the month of January, 1887, 439 boxes of giant powder of fifty pounds each, were used; in February,  $386\frac{1}{2}$  boxes; in March,  $324\frac{3}{4}$  boxes, and in May,  $269\frac{1}{2}$  boxes were used, the average price being \$10 per box, of fifty pounds each. This quantity of giant powder for blasting purposes is a fair average of the quantity used per month from the time the drilling commenced until the completion, the variation in quantity being attributable to the variation in the tenacity of the rock. In January, 1887, there was a gain upon the daily average of progress of  $24\frac{1}{2}$  feet; and for the seven following months, there was a loss of  $360\frac{1}{2}$  feet, or 410 feet in all, from September 1, 1886. The greatest loss was in the month of May, 1887—146 feet, which was the result of the flooding of the tunnel; the bad condition of the bottom of the tunnel; the quitting of men, etc.

From the first of September, 1887, to the completion of the tunnel, May 14, 1888, there was a gain of  $454\frac{1}{2}$  feet over the daily average of 13.58

feet found necessary to make to complete the work within the limit of the contract. The largest gain in any month of the latter named period, was in April, 1888,  $132\frac{1}{2}$  feet. This was mainly the result of a change of the engineer, under whose immediate direction the work was first commenced, believed by the contractor to be necessary, because of some friction between the former and the superintendent of the work, whereby obstacles were thrown in the way of progress. So penetrating, strong and prompt was the contractor's force of character, that he forthwith vigorously demanded of the engineering department of the railroad company a change at once, that the progress of the work might not be thus jeopardized. The change was promptly ordered by telegraph, and from that time forward, instead of falling behind in the work, the loss was made up, and the gain above noted was made.

During the progress of the work there was no little rivalry between the working forces of the two ends to see which force would make the longest distance each day not only, but also in the completion of the tunnel. This created a stimulus that added considerable to the progress.

It is beyond question that the best time was made in the boring of the Cascade tunnel of that of any mountain railroad tunnel in this, or any other country of the world under similar circumstances. The actual

length of the tunnel from portal to portal is 9,850 feet—710 feet short of two miles. Of this,  $899\frac{1}{2}$  feet were drilled by hand before the machines were placed in operation, leaving  $8,950\frac{1}{2}$  feet that was made in twenty-two months, which was at the rate of 407 feet per month. The excavation of the rock to the approaches of each portal, was about equivalent to 710 feet, thus making full two miles; which, and the  $899\frac{1}{2}$  feet of hand drilling in the portals, and the almost superhuman task of getting the machinery and implements on the ground ready for use, consumed six months of the twenty-eight contract time.

On the 3d of May, 1888, the two drilling forces from each end were so near each other that their partition of rock was blasted open and communication was first had between them about midway of the tunnel, 1,400 feet under ground; and so accurate and skilled was the engineering and the boring, that the meeting of the two sides did not vary an inch. On the 14th of May following, the great work was completed, seven days before the expiration of the contract time. The railroad track was laid through within the next two days, and a general clearing out was had, the machinery and implement made ready for removal, and on the 22d of May, the first regular trains commenced running through the tunnel, leaving the famous "Switchback," a monument of engineering skill, commercial expediency and wonder of

the traveling public. Thus was completed the longest mountain railroad tunnel on this continent—except the Hoosac—and in the shortest comparative time, and under the greatest difficulties, of any in the world; and this by a man without practical experience in such work; though this, and his several hundred miles of prior railroad construction through mountainous regions, by contracts, have shown him unequaled in practical discernment and heroic force, always achieving success. These characteristics were illustrated in the outset in cutting his way for over eighty miles to and up into the wild rugged mountains, with his machinery and supplies through snow and mud; the securing and holding the large force of men in the dense forest of the mountains, with rain and snow nearly the year round, isolated from the outside world and social pastimes, which naturally caused discontent and more or less quitting, notwithstanding the generous and promptly paid wages received.

There were comparatively but few accidents for a work of this character and duration, there being but thirteen men killed and not very many injured seriously. There was a hospital connected with the tunnel, where the sick and injured men of the force were cared for and treated at the rate of one dollar per month.

The cost of the Cascade tunnel was \$1,160,000; and through this vast expenditure the Northern Pacific Railroad Company reduced its mountain grade from about 300 feet to the mile over the "Switchback," to that of 116 feet to the mile through, and for five miles from each end of the tunnel, thus largely increasing its carrying capacity, which will be next to impossible for any other road to exceed.

This great work is a grand success, and an achievement which has given its contractor wide fame and a conspicuous place in the history of the great internal enterprises of this country, as a man of great will power, courage, and comprehension.

CHARLES W. HOBART.

## NELSON BENNETT.

A PROMINENT RAILROAD AND TUNNEL CONTRACTOR OF AMERICA.

COMPARATIVELY few men are equal to great and difficult undertakings; and many of those who have the comprehension and judgment therefor lack the courage, the will-power, to brave the chances of non-success therein. Pluck and push are the characteristics that generally bring success. Such combination is often the result of ancestral alliance; that is to say, that a man who is the immediate descendant of parents of different sections of the country, who are imbued with traits of character peculiar to their respective sections, quite naturally partakes, to a greater or less extent, of a combination thereof. For instance, where the father of a man is a native of the South, whose people are known for their pluck and courage; and where the mother is a native of New England, whose people are imbued with Yankee shrewdness and push, the descendant is likely—to some extent, at least—to possess these traits; and when otherwise well balanced, they qualify him for successful achievements in the material affairs of life. Added to this view, the force of circumstances in the earlier conflicts of life frequently brings these important

qualities of men into action and develop them, when otherwise they might have remained more or less hidden. Force of circumstances and surroundings often arouse and bring into action these latent forces in individual affairs, as great national emergencies usually bring to the front men equal to them, hitherto unknown to fame. With these propelling powers directed to a vocation for which a man has a gift and inclination, he is well equipped to achieve success therein. Some men are born to lead, to command, while many others have only the tact to follow in a directed line. A man who can comprehend a situation or undertaking and has the judgment and tact to deal with them and the courage to grasp and overcome difficulties, is a capable and safe adviser and leader, because he possesses the requisites of success. For example—it requires no great exercise of these gifts of nature in a merchant, who buys his wares at a given figure, and, with his profit added, sells them at a marked price; nor in a man who labors in any vocation for fees, salary or wages fixed; but it does in a man who contracts to do certain things, execute certain enterprises, in

which he must comprehend the situation, surroundings, the nature of the undertaking, the cost of labor, material, adverse circumstances, chances of profit and loss, etc. He must exercise good judgment in his estimates, tact in the control and management of those subject to his direction, and, withal, courage to take chances and to overcome difficulties in whatever form they present themselves.

The achievements of great statesmanship, the deeds of heroic warriors, the sagacity and shrewdness of leading financiers, the results of forensic eloquence, the accomplishments of pulpit oratory, the skill of learned physicians, the genius of the civil engineer and of the electrician—in fact, all the accomplishments in art, science, philosophy, literature, mechanics, navigation, etc., entering into human knowledge and action, are the result, to a greater or less extent, of acquirement, augmented by natural taste and inclination. Though the genius of the real poet, artist, inventor and mechanic is an inborn gift, the practical results thereof are generally secured through cultivation. Thus it is also with the man who grapples with stern and often intangible facts, in which sagacity and judgment are required to arrive at safe conclusions, as is the case with an extensive and successful contractor.

Nelson Bennett possessed from boyhood two prominent characteristics — self-reliance and ambition.

These were indicated by his desire during boyhood to convert all his tasks into stipulations that this or that amount of labor should constitute a day's work, and, when done, the remainder of the day belonged to himself. Being a farmer's son, there were potatoes and other vegetables planted which had to be hoed or cultivated; and a stipulated number of rows thereof were always demanded by young Nelson to constitute his day's work, and by extra exertion he would get through in time to have a few hours each day to himself. This same system was practiced through all his tasks where it was possible. Mr. Bennett tells also of other incidents which indicate his early adaptability to conditions and to readily take advantage of them. Money was almost an unknown quantity among most of the youngsters in his neighborhood. There was a delightful grove near where he attended school, to which parties from the city and neighboring villages came to picnic; and on these occasions he would manage to get excused from school—which was not hard for him to do, as he was always ready with his lessons—and would go to the village store and get a quantity of candies, nuts, etc., in five and ten cent packages, and repair to the picnic grounds and sell them, paying the store-keeper on his return for what was sold, he, of course, having a margin in the deal. Thus he was enabled to provide himself with books, attend lectures and

exhibitions at the village hall, a privilege that was not enjoyed by many of the boys of the neighborhood. He also tells how he used to hoe turnips before and after school, for from five to ten cents a row, for the neighbors, and in that way get a few shillings for pocket-money. The necessity of this action on the part of the boy was not because of avarice or unnecessary economy on the part of his parents, but through the conditions surrounding the early settlers of that country, as was the case with nearly all the pioneers who cleared the forests there in those days of no railroads and primitive modes of travel.

Mr. Bennett's ancestors were English. His grandfather on his father's side was a native of Virginia; and his grandmother on his paternal side was of Holland-Dutch descent, she being a Covert. Her ancestor, Peter Covert, was the early owner of the Harlem River flats, near New York, and leased them to various persons for ninety-nine years. At the expiration of this period legal proceedings were commenced by his descendants to recover this vast and valuable property, but, like most such proceedings, they were prolonged as a legacy for the lawyers.

His father, Nicholas Bennett, was a native of Pennsylvania, but moved with his parents, while yet a boy, to York county, Ontario, Canada. His mother was a daughter of a Massachusetts family by the name of Sprague, and is related to the

Spragues of New England, of whom the inventor of the "Sprague electric motor" is one. In the early part of this century that branch of the Sprague family moved to York county, Ontario, Canada, and located on a farm a few miles north of Toronto, where the father and mother of Mr. Bennett were married and entered the battle of life in a modest way by settling upon a farm near by, then uncleared. Of this marriage there were six children, five boys and one girl—Nelson being the third thereof, born October 14th, 1843. He was educated in the common schools at his home, attending from school age until seventeen years old; working on the farm summers and attending school winters, during the latter period.

Mr. Bennett's father died in 1850, leaving his widow and six children; and the fact that the latter were all well educated and well disciplined morally and physically, indicates the governing powers and the business qualities of his mother that enabled her to successfully rear and educate her six children, the eldest being but twelve years old, and Nelson but seven years, at the father's death.

As the years passed, the two elder brothers drifted into the more inviting country of their forefathers, and were followed at different periods by their three younger brothers—not all going to the same part of the country, but to whatever place they thought they could do best. Thus,

his elder brother, Capt. S. J. Bennett, now of Fort Dodge, Ia., crossed the plains in 1859, to Pike's Peak, and, later, joined the Union army in Missouri at the outbreak of the civil war, serving the nation for five years. At the same time another brother (then living in Orleans county, N. Y.) had joined the volunteer service of that State, and fell in the service of his country at Antietam.

During this period, Nelson, the subject of this sketch, was, until seventeen years old, sowing "wild oats," as is often the case with boys of his ambitious temperament. At this age, in 1860, he, with his younger brother, Willard, left home, living successively in Orleans county, N.Y., and Detroit, Mich. Having, while in Detroit, made an agreement with his younger brother, Willard, that one should go east and the other west, until they should find something that offered an opportunity for the gratification of their ambition, it fell to the lot of Nelson to go west. When their money was exhausted they would avail themselves of the first work that was offered and earn enough to go on. Nelson went to Chicago about 1864, where he obtained his first railroad experience. Here he devised the easier method of seeing the country by engaging as a brakeman on the "Dixon Air Line," now a portion of the Chicago and Northwestern road, and changing, from time to time, on other roads, until, in the spring of 1865, while performing the services of

fireman on the Chicago division of the Illinois Central road, a letter came from his brother Willard, forwarded by their mutual friend, a merchant in Detroit, saying: "I have found the Eldorado. Come at once. I am boring for oil, and we can slip into a fortune as easy as eating mince-pie." Now the problem confronted Nelson, how to get his pay from the company until pay-day. No man who quit its service could get his pay until the middle of the following month, but a discharged employee was paid at once. Nothing daunted, when he took his next "run" the steam was not kept up; the train lost time; the engineer protested; but still things would not move, and, in consequence, on his return a discharge, with a check for his time, awaited him. Thus equipped, after explaining his reason for his conduct to the master-mechanic, he hurried to Rouseville, Pa., in 1865, arriving with less than two dollars, and at once engaged in the oil-well business; and, after four weeks' employment at day's work, he obtained a contract to sink a well six hundred feet deep, and immediately employed a competent man to do the management, while, as he expresses it, he "was to look wise." He was successful in this, his first venture, and thus quickly became established as a contractor—though his ability was at first questioned because of his youthful appearance—and sunk, in all, twenty-seven wells, netting a handsome fortune for himself and

brother in about a year. His brother Willard returned to his native home, and Nelson, restless as ever, went into Missouri and invested in land; then to Iowa, remaining two years; and, finally, following the Union Pacific, worked in its machine-shops at Rawlins a few months; then drifted into the Sweet Water mining region (then Dakota) in the year 1869, remaining there until 1871. He speaks of these two years as the most exciting and venturesome of his life. There was no law, excepting "miner's law," and only those who have lived under it know what that means. This mining region was disputed territory between the various Indian tribes of the Rocky mountains, and all except the Shoshone tribe, under Chief Washkee, were at war with the whites; and even this tribe were none too friendly, having been whipped into submission by Gen. Connor, with a loss of upwards of four hundred warriors, but a few years before. Thus it was, that between lawless whites and murdering Indians, there was no time during those two years that a man dare go unarmed. Over twenty personal acquaintances were killed in direct conflict or murdered by stealthy Indians. Besides these, a number were killed by bad white men, either for money or revenge. Mr. Bennett tells, among other incidents of this period, of the cowardly killing of young Frank Irwin, near Atlantic City, by a band of supposed Apaches, who approached him after using the

Shoshone friendly call. One of them shot him with a revolver, and while prostrate from its effect they stripped every vestige of apparel from him, then kicked him around, and finally raised him upon his feet, and, pointing to the town, gave him a shove, and before leaving him shot three arrows into his back; and in this condition he came into the camp. A boy but seventeen years old, shot through the shoulder, horribly beaten, and then, as a parting salute, pierced with three arrows, lived to tell the whole occurrence, but not to see the revenge that was meted out—perhaps not to the persons committing the crime; but, in true Indian style, thirteen Apaches fell in three days after this horrible deed, and not enough hair was left on the head of any one of them to designate its color. This is but one incident of many during these eventful years. During this period, Mr. Bennett, with his five comrades, made a tour of the region lying between the Big Horn Mountains and the Rockies, from the Sweet Water to the Yellowstone river. This was considered a very hazardous trip and was accompanied by a great deal of hardship. On the return trip their horses became footsore and worn out. The men's boots were gone, and hides from buffalo were used to wrap both horses' and men's feet. To add to their discomforture, while prospecting near the Clark's fork of the Yellowstone river, their cache was burned—presumably by some sudden

gale of wind blowing cinders from the breakfast fire. This left them two hundred miles from supplies, to be walked the entire distance, with but the cartridges they had on their persons with which to supply food for the entire party, and about seventy-five miles of this distance were over "bad lands."

Mining did not prove prosperous in that region, and in 1871, Mr. Bennett went to Utah, arriving in Salt Lake City "broke," with nothing but a rifle and a mountaineer's suit of buckskin, a determined will and a good constitution. At this time the then celebrated mine "Emma" was in full blast, and thither he went—with varying success there and in other quartz-mining camps of Utah and Nevada, sinking mining-shafts and running tunnels under contracts. In the early summer of 1887, he made a contract with Walker Bros., of Salt Lake City, to move a quartz-mill from Ophir, Utah, to Butte, Mont., a distance of about six hundred miles. This was the initiation of a large transportation business in which he engaged between Utah, Idaho and Montana. Between the latter period and 1881, he built up the largest business in this line of any single individual in the Rocky mountain region. He took the first train of wagons up the Lost river and into the Challis country of Idaho, and took the first steam saw-mill into that region. He also did a general merchandising business in the Bonanza mining dis-

trict of Idaho. It was during this latter period that he became personally acquainted with Mr. Washington Dunn, who was then building the Utah and Northern Railroad for Mr. Jay Gould, and through this acquaintance resulted the contracting firm of Washington Dunn & Co., Mr. Bennett being the "company" and active man in the work, while Mr. Dunn secured the contracts.

In 1883, Mr. Dunn died, after completing an aggregate of two hundred and fifty miles of the main line of the Northern Pacific Railroad through the Rocky mountains, far from the base of supplies and with a great scarcity of help. By those cognizant of the existing conditions, this was considered a great achievement. Thus it was, that over the very road that, a few years before, Mr. Bennett had consumed weeks in moving a wagon-train but ninety to one hundred miles—and never once dreaming of the possibility of a railroad—was himself a factor in the completion of a line that now makes the same route possible in as many hours. Mr. Dunn's death necessarily brought Mr. Bennett into prominence as the sole survivor of the firm.

Mr. Bennett's next work was the construction of one hundred and thirty-four miles of the Cascade division of the Northern Pacific road up the Yakima Valley, from Pasco to Ellensburg, in Washington; and also thirty miles for the Oregon Railway and Navigation Company, from Pen-

dleton to the Blue Mountains, in Eastern Oregon. It was during the progress of this work, in 1883-4, that Henry Villard failed and resigned the presidency of the Northern Pacific, in the fall of 1883. During this financial depression of the company that followed, and the uncertainty when it would recover therefrom, Mr. Bennett, with courage undaunted and the faith that buoyed him, continued the work of construction, under his Northern Pacific contract, in the face of chances that were not flattering. The work did not stop until completed, but was prosecuted, largely, through advances made, for a time, from his own funds—and this, too, in the face of the loss of \$18,000 by the Northern Pacific Express Company, while in transit to him from the railroad company, which he was two years in recovering in an action at law.

In addition to the foregoing railroad construction contracts, Mr. Bennett also built a road from South Prairie to Weston, the western base of the Cascade mountains, forty-five miles in length. This work was commenced in September, 1884, from which time the season was almost incessantly rainy, which caused the work to run behind \$80,000 during the first six months. It so discouraged Mr. Weeks—then superintendent of the work, and now chief engineer of the Burlington and Missouri River Railroad—that he repeatedly advised Mr. Bennett to "throw up

the work, or prepare to lose \$300,000 on it." The latter's answer was, "Go ahead with the work, and draw your pay on the first day of each month." He did so, and the loss was more than recovered before its completion. Following this work was the construction of a spur seven miles in length, from the same or main line of the Northern Pacific to the Carbonado coal mines; also a line from Spokane Falls to Colfax, one hundred and five miles in length, for the same company. He also constructed a road for the Oregon Railway and Navigation Company from Colfax, Washington, to Farmington, Idaho, thirty miles in length.

It was during the construction of the last-mentioned road that Mr. Bennett was awarded the great Cascade tunnel contract by the Northern Pacific Railroad Company, January 21st, 1886; and work thereon commenced. It was during the progress of this great enterprise (the history of which appears herewith) that he also, in 1887, laid fourteen miles of the track of a branch of the Northern Pacific from near Spokane Falls to the Cœur D'Alein mining region, and graded nearly forty miles of the Oregon Pacific Railroad, in Oregon, and built some of the bridges thereof, under a contract, expending \$200,000 in the work when the company failed to pay him, which resulted in an action at law. However, before it was brought to a hearing the claim was paid. In 1886-7, he built the Butte City Street

Railway, and is the owner of three-fourths thereof. He also, in 1887, constructed the first street railway in Tacoma, extending seven miles in length, which, with its franchise, he sold to the present Tacoma Railway and Motor Company, in November, 1888. In 1889, he, as president of the company, completed twenty-six miles of the Fairhaven and Southern Railroad, which is in operation; and fifty miles more thereof, graded, to Westminster, British Columbia, to be completed in 1890, which road Mr. Bennett originated, and was president of the company and one of the largest owners thereof. This completed Mr. Bennett's railroad building, which extended from 1881, to, and including 1889—a period of about nine years—during which he constructed 656 miles of standard-gauge railroad, besides the street railroads of two cities.

In 1888, Mr. Bennett founded the flourishing town of Fairhaven, on Bellingham Bay, now (1890) having a substantial population of 5,000; and, having large landed interest at that point and valuable coal and timber lands near there, he originated and, in connection with two or three other gentlemen, formed the Fairhaven Land Company, the Skagit Coal Company, and the Fairhaven Southern Railroad Company, and, later, the Fairhaven Hotel Company, of each of which he was president and the largest individual stockholder; is a stockholder and director of the Fair-

haven Water and Power Company; stockholder and director of the Fairhaven Electric Light Company; stockholder and director of the Bellingham Bay Gas Company, and stockholder and director in the Bellingham Bay Land Company.

Mr. Bennett has strong perceptive powers, which serve to enlighten his judgment; and his courage makes him self-reliant in business enterprises—which usually lead him to correct conclusions. In illustration of this, it may be noted that in the proposed northern extension of the Fairhaven and Southern Railroad to New Westminster, B. C., it was found that the Canadian Government had granted the exclusive right to the Canadian Pacific Company to build railroads in British Columbia; that no other road could be built nearer than twenty miles thereof. This seemed to block the extension of the Fairhaven to New Westminster—nearer than the international line. However, upon a personal investigation of the situation, Mr. Bennett discovered that an old franchise, granted to another road by the Canadian Government prior to that of the Canadian Pacific, was still in life; and he proposed to his associates that they secure it. But a majority of his company opposed the proposition as hazardous, fearing that it would not secure the object sought, etc., and would not sanction its purchase. Mr. Bennett—having satisfied himself of the validity and advantages of the franchise,

thought differently, and purchased it, at a large expenditure, as his individual holding, and thus by it secured the only means of connection with the Canadian Pacific at Westminster. When his associates learned this and saw the bold move prompted by his individual judgment, they comprehended its advantages, and asked to be let in to share it with him, thus admitting his superior sagacity and courage. Having secured a great advantage to his road and carried his point, he generously admitted his associates to share the franchise with him. Another instance is known of similar action in which Mr. Bennett displayed his foresight and courage in the investment of a large sum of money in an estate worth a million dollars or more, on his own individual account, in which his associates in the transaction weakened, fearing that the deal was a hazardous one. Subsequently, Mr. Bennett's judgment proved correct. As in the case of the railroad franchise, his associates were anxious to be let into the deal after seeing his judgment of the matter verified.

During Mr. Bennett's activity in railroad construction and the Cascade tunnel work, he began to branch out into various enterprises requiring the employment of capital and financial foresight, among which was the founding of the agricultural machinery and implement house of Bennett Brothers Co., of Butte City, Montana, of which he is the senior member, in con-

nexion with his brother Willard; and is also the owner of a brick business block and other real estate therein. He is a stockholder in the Ellensburg National Bank; is a large stockholder and a director of the Merchants' National Bank of Tacoma; is a stockholder and vice-president of the Tacoma Trust and Savings Bank; is a stockholder in the First National Bank of Chehalis, Washington; and is the largest stockholder and director of the First National Bank of Fairhaven. He also owns a majority of the stock in and is vice-president of the Pacific Navigation Company, which owns and operates a line of four steamers on Puget Sound. Aside from his large interests in the foregoing financial enterprises and his extensive real property holdings on and about Bellingham Bay, Mr. Bennett is very largely interested in business enterprises in Tacoma, including a controlling interest in the famous Tacoma Hotel, of which company he is president; is the owner of several valuable business lots, upon which he is preparing to soon erect elaborate and imposing business blocks.

In 1889, Mr. Bennett was elected the second president of the Tacoma Chamber of Commerce by the stockholders thereof, numbering two hundred, succeeding Gen. J. W. Sprague, who had served as its president from its organization in 1882. During his administration the project for a new chamber of commerce edifice, to cost, together with the ground, \$250,000, was inau-

gurated, and estimates and plans therefor made—in all of which Mr. Bennett's judgment and counsel were valuable. He is a member of the Masonic Order; and the golden rule, "reason and conscience," are the monitors in his moral and business course in life.

In politics, Mr. Bennett is a life long and earnest Republican. While his active business life, from early manhood to the present time, has precluded him from personal participation in official matters, he has, for several years, when opportunity offered, been an active and zealous worker in moulding political contests for the success of his party in the interest of good, honest government of local and general affairs. His actions, counsel and utterances have always been for the highest interest and progress, intelligently and judiciously administered upon broad, comprehensive business principles. These have always been the controlling rules of action in Mr. Bennett's successful business career, and would guide him in any official position he might occupy in behalf of the people. A man who, without aid, has achieved a grand success in his varied business career, would also be successful in the discharge of official trusts.

Nelson Bennett is a man of more than ordinary ability, whose mental capacity develops with age and observation, and he is destined to attain prominence in public affairs, as he already has in business and financial

affairs. He is true to his conscience, principle and friends; loyal to country, home and party; and faithful in his business obligations and duties; unassuming in his social relations; a keen observer of men and affairs; a hater of scheming artifices and jobbery; generous in objects of sincerity, and liberal in his charities. Because of these qualities of character, his relations with the artisan and wage laborer have always been amicable. But few single individuals in the country have employed more laboring people during the past nine years, than Mr. Bennett.

Having been a wage laborer himself, he appreciated the struggle of daily toil, and always paid them the highest wages their services could command. As a projector of business enterprises, general contractor, and financier, Mr. Bennett has few equals; his sagacity and judgment having served him as a faithful harbinger of the grand success that he has achieved before reaching the noon of life.

Mr. Bennett was married to Lottie Wells, who was born at Binghamton, N. Y., in 1854. They have three children—daughters—named respectively Sadie, Ceta, and Nelsie. In his domestic relations, Mr. Bennett is devoted, tender, and indulgent. He enjoys a pleasant home in a magnificent residence, just completed in Tacoma, overlooking Puget Sound. He now, in the prime and vigor of life, devotes his time to a general oversight of his

varied business affairs, with such social recreation as he can find time to enjoy. He is not a man of idle words nor of uncertain meaning in his utterances. Neither is he a "trimmer" in business, politics or public affairs; but of positive ideas and earnest convictions of right, with courage to maintain them. When, in his young manhood days, Nelson Bennett began the battle of life for himself, it was

with an earnest purpose to succeed in whatever he undertook at whatever sacrifice; and he was spured on by the hope of wealth as the wages of energetic efforts. His dream has been realized. The record of his life of industry, pluck and perseverance which secured his success, affords a lesson that young men of to-day can profitably study and emulate.

CHARLES W. HOBART.

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#### FLINT ARROW-HEADS.

WHEN the white man first landed on the shores of the western continent he found the Indian armed chiefly with bows and arrows, a rude hatchet called a tomahawk, and knives. The arrows were generally tipped with a point of flint; the hatchet and knives were also of stone. These relics of the early inhabitants of the land are frequently picked up, and are to be found in many collections.

In every quarter of the world there seems to have been an age of stone—a period in the history of mankind when they used implements of that material. These stone implements are sometimes found in such situations as to imply their very early use. The fact of discovering them in caverns, for instance, covered with several feet or inches of stalagmite, has been eagerly seized upon by a certain

class of philosophers as irrefutably establishing the fact of man's long existence upon the earth. The calculations based upon the growth of these limy accretions extended man so far back into the past that Lalande exclaimed enthusiastically that man is from eternity! But later and more thorough investigations have shown that in some localities these stalagmitic deposits are laid down at the rate of a foot in much less than fifty years, and, so far from indicating an extreme antiquity, stone implements are still used in some parts of the world, even where iron and steel abound. "The lateness of the stone period," says Dr. Cunningham Geikie, "has received further illustration by the discovery that the ancient Egyptians, though already possessing and using all the metals and enjoying a high civilization, systematically used

stone tools for mining and other purposes. Brugsch found them, along with remains of ancient pottery, at the turquoise mines of Midiou. There is a stone knife," he continues, "in the British Museum bearing an inscription which shows that it is not older than the sixth century before Christ; another, at Athens, has a Greek inscription; while a third, at Copenhagen, has one in Runic characters." But the stone age is not even yet entirely a matter of the past, for M. Mariette noticed Arab laborers shaving their heads with razors of flint; and he saw Bedouin lances tipped with the same material, as were the spears and arrows of the primitive Americans centuries ago.

But whatever the stone age may indicate, one way or the other, as to the antiquity of the human race, we believe that these flint instruments fully establish the fact of the long continued existence in this country of a race of men who occupied the soil before the appearance of the red man upon the scene. The red Indian of the forest employed these implements of stone, but it is not thought that he made them. He was never seen to make them. The red man was not industrious or ingenious. He had no means of fashioning these articles from flint and other stones of the hardest kinds. The Indian found them lying about, just as we find them. They were doubtless more easily found in his day than in ours. He followed closely upon the heels of

his predecessors. These flint weapons and tools were lying more obviously upon the surface. It is the natural tendency of such objects to find their way into the ground. Thus they have disappeared from the surface, and are rarely or never found except where the soil has been turned up by the plough or otherwise. In fact, the Indians, we believe, never claimed to have made these flint implements; they referred them back to a period in the far past; a period so remote, indeed, that they declared they were made by the wolves before those animals were degraded from the condition of men to their present beastly state. The Indians having come into possession of them, no doubt took good care not to lose them, and so the white men found them in use among them upon his arrival in the country. They were most likely made by the mound-builders—those laborious and pains-taking people, whose larger relics are to be seen in various parts of our country.

I have spoken of these arrow-heads as made of flint; but while they were perhaps mostly made of that material, they were not always so. They were made evidently of whatever suitable species of rock was found in any region; hence we find them made of agate, topaz, obsidoin, etc. The finest specimens to-day are found among the mountains of the west, where these species of rock abound.

There is a peculiarity in these stone

weapons to be noticed. All the flint arrow-heads that I have seen are rough and unpolished. I am informed by one who has had larger means of observation than myself, that this is always the case. The edges are sharply serrated ; the sides always show the chipping, and there is never, I think, any attempt to polish them. On the other hand, the hatchets and the celts or fleshers that I have seen, are highly polished, and quite smooth. The reason for this difference is obvious. The arrow-heads were used upon objects at a distance, birds and animals, often in the act of flight, and the purpose no doubt was to tear the flesh as much as possible, so as to more seriously wound the game ; and perhaps also to render the weapon more tenacious in the flesh, that they might be more certain to recover it. No such object was intended in the case of the other instruments, and their purposes were best served by having them smooth and keen edged.

There was some variety of shapes and sizes in these flint points. The artisans, like those of later growth, were not all equally skillful, or possessed of the same degree of taste. While these implements are generally well made, now and then we find one that betrays the prentice hand of the novice. With respect to size, a line must be drawn somewhere between the arrow-point and the spear-head ; of the latter, specimens have been found nine or ten inches long. Of the arrow-points, some are very small,

being scarcely larger than one's little finger nail. These diminutive specimens are known as "Gem Arrow-points." They must have been intended to be used against very small game.

The shaping of so simple a thing as an arrow-head admitted of no great variety; but our primitive workman has availed himself of all its possibilities. The body of the weapon was necessarily of more or less the same form; but certain little attempts at ornamentation and variety of curve in the neck and lower points of the lobes, were made. Sometimes the lower edges of the lobes were cut square across, sometimes they were curved downwards, and sometime they were curved under, giving a scroll-like form to the lower part of the implement. These things, I think, are of importance, inasmuch as they throw some little light on the character of the pre-historic races that inhabited the land which we now call our home.

One very fine arrow-head in my possession is made with a kind of twist in the body itself, by flaring away the edges on the opposite sides. I do not know that this could have added anything to the effectiveness of the weapon; I think it was only the whim of the artisan, and an attempt at variety and beauty of form. At the same time I should think that this peculiar feature of the weapon would give it a certain gyrating motion in its flight that was perhaps de-

sirable. Anyhow, the arrow of the red man, thus tipped with flint, whizzed among the forest trees, bringing death to bird, to beast, to man. So to the fair "Lily of France," of whom Frank Cowan sings:

"And scarcely the word is spoken and heard,  
When, winging its flight o'er the flood,  
A jasper-tipped dart goes into her heart  
From a savage foe in the wood."

About the predecessors of the red Indian—the mound-builder, the flint implement maker—we know almost nothing. Was he a mere savage, his hands reeking with blood? Was he "Tattoo'd or woaded, winter-clad in skins, Raw from the prime, and crushing down his mate; As yet we find in barbarous isles, and here Among the lowest?" \*

I prefer to think that his habits were not warlike; I think this is evident from his attempt to defend himself against his enemies by the construction of the enormous earth-works whose ruins still remain, and from the fact that he was either exterminated by his foes, or retired before them to Arizona, Mexico, and other austral regions. Thoreau, whose keen vision nothing escaped, discovered the workshop of one of these ancient artisans. He relates, as I remember, how, among the flint chips and rubbish lay broken arrow-points, and others that

had been spoiled in the making. We can fancy this gentle, pre-historic man, seated in the shadow of some vast tree, or in some retreat by the river side, shaping slowly and with care, the arrow-heads and stone-hatchets which were afterwards to pass into the hands of his relentless foes, and finally into those of a race of men of whom he perhaps had no conception.

The Indian, however, did not entirely lay aside his weapons of flint, even after he had come into possession of European fire-arms. They continued to be somewhat used down to quite recent times. In the siege of Fort Pitt, in the year 1763, Captain Ecuyer was wounded by an arrow. It would be interesting to know if this was a flint-pointed arrow, as showing whether such weapons were still in use in this part of the country at that time. They may be used even yet by some of the tribes in our far west; I do not know.

The Indian has almost disappeared. Before the face of the white man he has melted away, even as the mound-builder served his day, and then was seen no more. Unlike the latter, the Indian will leave no monument upon the ground to attest his presence; but he has written his name upon the page of history in characters that can never be effaced.

\* Tennyson: "The Princess."

T. J. CHAPMAN.

## **THE FIRST QUARTZ-MILL IN COLORADO.**

HON. THOMAS J. GRAHAM.

ABOUT the 1st of November, 1859, Hon. Thomas J. Graham—now of Boulder, Col.—brought the first quartz-mill to the country then known as the Pike's Peak region. He erected this mill at Gold Hill, in Boulder county. The following year he began running it, continuing until fall, when he sold it. This is a brief statement of an interesting fact in mining history. The enterprise was not appreciated, because mining was then in its early stages. Graham was in advance of the time; but he was the pioneer of that now wide-spread business. This mill was the fore-runner of the Bobtail-Gregory mill, now operating one hundred and twenty-five stamps at Black Hawk, and the largest stamp-mill in the world.

Mr. Graham is an interesting companion. He is an intelligent and

well-informed gentleman, full of reminiscences and anecdotes. He was born in Cumberland county, Pa., November 25th, 1830. Since 1856 he has been a western man—one of the builders of the commonwealth of Colorado. Much of his time has been spent in mining, and with much success. He has now large mining lands, with many indications of ore-bearing, both gold and silver.

No one of the pioneers of this State has taken more interest in its growth and development, especially in educational matters, than Mr. Graham. The city of Boulder acknowledges its obligations to him and to his efforts, as a member of the Territorial legislature, in securing that beautiful place as the permanent seat of the University of Colorado.

HENRY DUDLEY TEETOR.

## RECOLLECTIONS OF OHIO.\*

## II.

I DID not take kindly to the "soil" of Ohio. There was too much of it, and too many stumps and roots in it, and the plowing and hoeing had to be done "by hand," which I could not condone. I think I should have liked to ride on the spring seat of a modern prairie gang-plow, that would keep itself in the furrow and let me drive and whistle; but I never could get used to riding a knife-backed horse to plow corn, with nothing between us but a thin pair of tow pants, and possibly a piece of sheepskin of the size of a postage stamp. I often expressed my disgust with these primitive arrangements, and had a good many severe headaches, and stitches in the side, and stomach troubles that should have saved me from this additional torture; but they never did. It is usually a fruitless device for a boy to "play sick" when there is farm-work to do. The only way to get rid of it is to run away from home, which I blush to say I sometimes did, though always sure of a flogging when I should return. When

the country was new a good deal of tobacco was raised on the newly cleared lands. The ground was planted without plowing, and the weeds kept down with the hoe, and good crops gathered. Broom corn was also raised to some extent, but both of these products were abandoned when the stumps disappeared and the plows got to work. But going to mill on horseback remained as a heritage to the younger boys, long after my arrival at manhood. It may even be practiced to this day. I was never quite mathematician enough to know just how to divide the contents of a bag of corn, so that when a small boy sat astride of it, on his way to mill, it would not work to the one side or the other, and be in constant danger of falling off, taking the rider with it. Many a time have I stood in the road, with my bag of corn safely landed on the ground, holding my horse by the bridle until some good Samaritan should happen along and give me a lift. This was only one of the trials of my boyhood, but it must have sunk deeply into my heart to force itself so vividly upon my recollection, after so many years.

It is not likely that Ohio was the

\*The concluding portion of a paper read before the Ohio Society, of New York, on the evening of May 12, 1890, by Prof. S. S. Packard, the well-known educator.

only State affected by the political revolution of 1840, but I am apt to think so, because my memory of that notable campaign is confined to this State. My first achievement in literature was the writing of a political song to the measure of the Star Spangled Banner, which was printed in the *Newark Gazette*. It came near changing the whole tenor of my life, for on the strength of it I was offered by the editor the place of printer's devil in his office. My prudent father opposed it, on the ground that I was too much of a devil already; and so, for forty years, more or less, the world has had one more poor schoolmaster and one less poor editor than it would otherwise have had. But the great Tippecanoe, hard cider, log cabin days! Who can ever depict them as they were? The whole country was in a political ferment. It was felt from the bottom to the top of society, and had to do with families and churches and entire communities, in all possible ways. All the boys were Whigs, of course; it cost too much, not only in fun but in social standing, to be a Democrat. And how we did pity the boys whose fathers were Democrats! What a nameless disgrace it was, and how hard to bear! So thoroughly impressed was I of the righteousness of the Whig cause, and the rottenness and wickedness of anything bearing the name of Democrat, that fifty years have not enabled me to cast it off. I know, of course, intellectually, that Van Buren was ne-

ther a thief nor a traitor, and yet I feel that he must have been both. It is also quite possible that General Harrison was not the greatest, purest, and best man since Washington, but I once believed it, and the glamour of that belief has never left me. Possibly but for this early education, I might have been a Democrat, or even a mugwump.

The great political lights in our part of Ohio were Tom Corwin and Tom Ewing; one familiarly known as the "wagon boy," the other as the "salt boiler." Where these men went the crowd was sure to go. I need not eulogize Tom Corwin as a stump orator. His fame does not rest on anything I may say here. It is proper that I should say, however, that there was such witchery in his words and manner—especially his manner—that he held the great crowds that rushed to hear him in breathless attention, and lived ever after in their memory as the most eloquent of men. He was our model of oratory and statesmanship, and his speeches were garnered and repeated by ambitious schoolboys and budding rhetoricians long after the excitement of that great political campaign had passed away.

Men and women had strong convictions in those days, not only on politics but on religion—especially on religion. The strong point in religious conviction was the certainty of a personal devil and the existence of a literal hell of fire and brimstone.

Any person who doubted on these two points was viewed with commiseration, if not distrust. There was one man in the neighborhood who professed to believe in the final salvation of all men, and he was looked upon as worse than an infidel. He was made the special subject of prayer on revival occasions, and was seriously labored with by ministers and laymen. But all to no purpose; he lived and died a good neighbor, but a despised Universalist.

At the age of twelve I got religion; and I got it in the approved way of the times. First I had an awakening, by being told that unless I repented of my sins and was baptized I should go to hell. I immediately repented. After this I had a season of what is called "laboring under conviction," but which was more like a fit of sickness; for though I was in constant terror of the wrath of God and the prevailing power of satan, I was not permitted to seek relief by prayer nor to get it through human consolation. It was of the first importance that I should pass my allotted term of suffering and despair under "the curse of the law," which I did. In due time I "came out" and was known as a young convert. It was a source of great pride to me, not only on account of the distinction it gave me, but to know that I had cheated the devil at last, and was sure of heaven. It was a Baptist revival, so I was immersed. The only body of water of sufficient depth for this ceremony was

Brushy Fork, three miles distant. And there the young converts, myself among them, went one Sunday morning and were baptized. Most of us were bare-footed boys, and we walked both ways, returning in our wet clothing, which was permitted to dry on us as we traveled. It was one of the unwritten tenets of the Baptist faith that no believer could take cold from being immersed; and this belief was often tested in a more effective way than I have mentioned. Many a person have I seen baptized in winter time—and frail women at that—when ice, from six inches to a foot thick, had to be cut for that purpose. The hymn always sung on such occasions has to me, even now, the force of inspiration, if not the pledge of immunity.

"Christians if your hearts are warm  
Ice and snow can do no harm."

There may not be much poetry in this hymn, but it served as a mind-cure tonic to the brave souls who seemed to need it.

For two years or more after my conversion I was a most ardent Christian boy. I used to lead in prayer meeting and attend revivals wherever I could hear of them. I even led the church choir, pitching the tune with a sounding-fork and singing the high tenor. I have often thought since, that if the maker of any of the tunes had heard me he would have had new views of the possibilities of the chromatic scale. I took no little pride in being thought a good boy, and I used

to have great sorrow for those wicked companions who would go swimming on Sunday, and play cards on week days. When I associated with them at all, it was in the hope of converting them from the error of their ways.

When I was fifteen, the question was broached as to my education. I seemed to have outgrown the district school, and for two years I had been dreaming of the possibility of going to the Granville Academy. The first thing to be thought of was the expense; and it was well nigh the last thing. It would cost at least five dollars a term and my books.\* Of course, I would have to work for my board. But the amount was somehow raised at last, and the only remaining obstacle was to get a pair of shoes, which would cost two dollars. I made this a subject of prayer as well as of solicitation, and finally induced the shoemaker to trust me until I might be able to earn the money. I remember how proud I felt when I brought those shoes home and showed them to my envious brothers. No other boy of my acquaintance had a pair of real calfskin shoes. I could not, of course, think of putting them right on and wearing them out at home, where they were not required. It was six miles to Granville, and, having arranged to take care of a horse and keep the weeds out of a garden, for my board, I slung the shoes across my arm and set out for the town bare-footed. Arrived within

a mile of the village, I washed my feet in a wayside brook, drew on my calfskin shoes and marched proudly to the school. From that day there was a great gulf between my old life and my new; for I found at the head of the school a man who was more to me, in all good ways, than any one whom I had before known. A violent, quick-tempered man he was—often unjust in his conclusions, because earnest and impulsive—but a man with a great heart and a dominating intellect. I carry on my left thumb the scar of a wound, which, in a moment of ungovernable temper, he inflicted upon me; and I carry in my heart a wealth of gratitude for the good he did me in so many ways that, during all the intervening years from that time to this, he has scarcely been out of my mind for a day. He died before I was seventeen, and I could not have known him for more than two years; but he stands before me, as I write these words, as distinctly visible as he did in those far-off days, when he first introduced me to myself. The name of this remarkable man was William Martin; and of the boys who were my school-mates at the Granville Academy, are Lewis R. Hopkins, a member of this society, and Hubert Howe Bancroft, the eminent historian of the Pacific coast.

An interesting phase of the educational progress of a new State is the numberless traveling teachers, who go from town to town and from district to district, and get up classes in

all sorts of things. Thus, every winter season is punctured with singing schools and writing schools and drawing schools (where boys and girls are taught to paint through "theorems" and cut impossible cats out of black cloth, to be pinned on paper and hung on the wall) and speaking schools, where much attention is paid to vociferating and gesticulating and very little to voice culture; geography schools, and even "manner" schools—if one can conceive what that would be. When about sixteen years of age, strange as it may seem to those who know me, I took a thorough course of instruction in manners. I was taught how to call on a lady, how to "go home" with her, how to introduce her to a friend, how to walk with her, and even how to kiss her. I am free to say that I did not need much instruction in the last-mentioned accomplishment, but it was well enough to know how a thing might be done by rule that can be so much better done by impulse; and, besides, it was in the course.

But the man who stands up before me as the chief of all traveling professors was a teacher of writing by the name of Shull. He came suddenly upon us one day in the early autumn, and set the whole neighborhood ablaze with his wonderful pen performances. He had immense sheets of paper completely covered with corkscrew flourishes, red and blue animals, birds and fish, so wonderfully wrought as to challenge the

community and excite the imagination of the young people. These specimens were paraded upon the tavern walls, and brought together the neighborhood boys, who gaped and wondered, and were assured that any smart boy could learn to do the same in ten easy lessons by candle-light. I was one of the first victims; but the price of the lessons was a dollar and a half, and I had not a penny. It was useless to ask anybody to lend me the money, and I knew my father could not afford to spend so much on any one thing, even should he wish to. But a bright thought struck me. The tavern had a worn and faded sign, the lettering of which was quite illegible. I proposed to the landlord to repaint the sign for the price of the writing lessons, and, to my utter astonishment, the offer was accepted. I was so grateful for the favor that I spared neither paint nor skill, and for many years the "Farmer's Inn, by A. Ingraham," bore above the inscription a yellow spread-eagle, such as no other tavern in the State could boast of. It attracted a great deal of attention and various kinds of remarks from travelers, and enabled me to get a start on the road to my future calling. Thus do the accidents of life set its stubborn patterns.

At the age of seventeen I started out on my professional career as a writing master. My first effort was made in the little town of Eden, Delaware county, thirty miles from home. I taught a short course of twenty

evening lessons, for which I charged fifty cents a scholar, payable in wheat. At the end of the session, I hired a sleigh and gathered in my wheat, which I sold, and out of the returns paid my expenses, leaving me exactly three dollars and seventy-five cents in silver. I had never had so much money before, and was more at a loss what to do with it than our present statesmen are how to dispose of the surplus revenue. But I spent it, nevertheless. Following this, I taught a district school for ten months in another part of the county, "boarding around," and receiving at the end the princely sum of seventy dollars.

Then there came a short change in my vocation, for a traveling portrait-painter came along, and in three weeks taught me to be an artist. But I think it would interest some of the eminent painters and sculptors of the Ohio Society to know how many other things I learned in those three weeks. I am sure I don't know how Raphael and Michael Angelo and others of the old masters had their implements and materials prepared for their use, but I know how ours were prepared, for we did it ourselves. As to canvas, we bought plain ticking, made the frames and stretched it thereon, and prepared the surface by spreading on white lead and oil with a flexible knife and letting it dry. As to paint, we bought the crude article and ground it ourselves. It would have been difficult, perhaps, to label our colors; but we had them, all the

same, and used them with telling effect. Our brushes were mostly made by hand—and by our hands at that—but they did the work. During the past ten years I have had the privilege of viewing some of the portraits that followed my three weeks of training, and have learned, to my great satisfaction, that the houses that harbor them are absolutely free from rats. It may not be improper to say that the traveling portrait-painter who was my teacher, and about whom I could relate some very interesting facts, became an eminent artist, doing some most creditable work in Cincinnati, and finally making his home in this city, where he held a place of honor among the reputable portrait-painters of America.

In the autumn of 1845 I drove a pair of ponies hitched to a buggy into the State of Kentucky, where for two years and a half I taught school and painted portraits. Among the master-pieces I left behind me, in "the dark and bloody ground," was the portrait of an old man with a cob-pipe in his mouth. The pipe was a marvel to all—including the artist—and was so natural that even the family dog knew his master by it and barked approvingly. Speaking of my sojourn in Kentucky, I recall a visit made to Henry Clay, at his home in Ashland. I was not summoned to paint his portrait, as might be supposed, but, presumptively, to see a portrait of him just painted by another artist. I don't know that Mr.

Clay ever mentioned this visit of mine, either in his speeches or his personal reminiscences, but I have so often spoken of it myself that I am quite induced to believe that it occurred. Another thing happened to me while in Kentucky. I enlisted for the Mexican war, in a regiment being raised by Colonel Williams, of Winchester, the afterwards somewhat noted rebel general. The quota was full before the regiment was complete, and it was not immediately call to the front; so I had all the glory of war, without the disagreeable smell of powder.

But this paper relates to Ohio, and we will recross the river. I took up my residence in Cincinnati, on the 1st of January, 1848, and there cast my first presidential vote for General Taylor, whom I did not follow in Mexico. General Taylor was not my choice for president. I had something of the feeling of disgust so warmly shown by Mr. Greeley, that, instead of the gallant "Harry of the West," a man should be chosen as the candidate of the Whig party whose only fealty to that great organization was aptly given in his own expression: "I am a Whig, but not an ultra-Whig." However, he was elected, and I had the pleasure of seeing him as he passed through the city on the way to the White House.

My removal to, and residence in Cincinnati, constituted what may be called a great change in my life and ideas. When a boy I had dreamed

of cities just within the gates of Paradise, but wholly beyond my ambition or my hopes. To live in a city where the great newspapers are published, and the great things done that people care for; to be in touch, as it were, with the men and the institutions that make and mark the progress of civilization, this was to achieve a most worthy end, and make possible the realization of my wildest hopes. And, strange to say, contact with city life did not dim the glamour of anticipation, nor of first impressions. I took to the ways of the town with wonderful relish and zest; and although I knew it was wicked, and had my doubts about final forgiveness, I frequented the newspaper offices and the theatres, and made myself at home with the various sources of intelligence and amusement that characterized the city. Old Dr. Lyman Beecher was president of Lane Seminary, and occasionally preached in the city pulpits. I never lost an opportunity to hear him. Rev. Dr. E. G. Robinson, late president of Brown University, was pastor of the little church I attended in Walnut street, and Dr. E. L. Magoon, in the Ninth Street Baptist Church, defied public opinion by preaching sensational sermons, and having three fiddles, a violincello and a bass viol to lead his choir. Alexander Campbell, who had just held the great theological discussion with Dr. Rice, in Lexington, Ky., occasionally came over from Bethany to preach the

pure gospel to delighted hearers; and altogether, the spiritual interests of the community were not neglected. There were two theatres in the city, and it cost fifty cents to get a good seat in either. My salary was small, but I had an irresistible desire to see stars, and I indulged moderately in the luxury. Forrest, in heavy tragedy; Barney Williams, in the Irish specialties; Eliza Logan and Julia Dean, in the legitimate and sentimental drama, were common to us, and we enjoyed them.

In the newspaper line, L. G. Curtiss, or as the opposition press designated him, "l. g. curtiss" was editor and proprietor of the *Cincinnati Commercial*, which was as sensational for those days as are the *Sun* and *World* for to-day. The *Gazette* under the control of Charles Hammond and W. D. Gallagher, was a more dignified journal, representing the then dominant Whig party. The *Chronicle*, edited by E. D. Mansfield, since so well known as "The Veteran Observer," was also a respectable and dignified Whig journal, and the *Enquirer*, under the editorial management of John Brough, afterwards governor of the State, was the same aggressive, Democratic organ that it is to-day. Lewis D. Campbell was a coming man in politics, and was heard through the *Dispatch*, a new evening paper of which his brother was part proprietor. The *Dispatch* was under the editorial control of Charles Gayler, who had just begun his career as a dramatist.

Speaking of Brough reminds me of a little passage at arms between him and Prentice, of the *Louisville Journal*, which occurred near the close of the Mexican war, and fairly indicates the style of editorial courtesy that was then prevalent. Brough, as everybody knows, was an immense man, a literal mountain of flesh. The war, which was a Democratic measure, and which was on that account sharply criticized by the Whigs, was subject also to a good deal of Democratic advice. Brough was for pushing things, and he flatly told the President that the only way to conquer Mexico was to "overrun the country." Prentice took it up in his sarcastic way, strongly commanding the plan, and suggested that the most feasible plan to overrun the country, was to place Brough on one of the high mountains and let him melt. On further reflection, however, he concluded that this could not be done, and thus stated the case:

"All flesh is grass, so do the Scriptures say,  
If this be so, then Brough's a load of hay."

Brough promptly copied the paragraph and added: "This must be so, else the asses would not continue to nibble at him."

I have spoken of the places of amusement which flourished in Cincinnati, without mentioning, as I should have done, the Western, afterwards Wood's Museum, which among other other wonderful curiosities, contained a literal reproduction of the infernal regions, which, as everybody

knows, was the work of that eminent artist, Hiram Powers, in his callow days. This authentic representation of the orthodox hellhad a great fascination for me; and as it gave form and semblance to my religious belief, I felt it to be a duty as well as a pleasure to visit it frequently. It contained not only one devil but myriads of them, as it seemed, and they were all busy making it hot for the poor sinners that had come to that "place of torment."

When Powers' Greek Slave came first to Cincinnati in 1849, there was naturally a great curiosity to see it; but the fact that it was unclad left many good people in doubt as to the moral effect or even the moral right of the exhibition. It was even suggested that a little drapery—not too much—might be adjusted to the figure, thus heightening the artistic effect, and easing the conscience, while at the same time securing the patronage of prudent parents. I came very near losing what little standing in society I had, by inviting two young ladies to visit the exhibition. They did not go, but I had to call at their home the next day and make it right with the family. But the innocent and unsuspecting marble remained in the city long enough to destroy some of this squeamishness, and to place the eminent sculptor on his proper pedestal in his old home.

Among the best known artists of Cincinnati were the two Beards, James and William, who knew so well

how to discern the human in animals; William L. Sontagg, whose landscapes held the promise of his future fame; J. O. Eaton, and the Frankensteins, all of whom found it to their interest many years ago to emigrate to this city. The art of photography in its present aspect was unknown, but Hawkins and Faris, the two competing daguerreotypists, flourished and were famous. And here I am moved to say, out of place, that nothing ever impressed me so profoundly as the first announcement of the production of portraits by the action of the sun, and of the sending of written communications by electricity. I was in my young manhood, when these two great inventions were first presented to the world, and it was my pleasure to know in Cincinnati the operator who took the first telegraphic message by sound.

In 1850 I married and left Cincinnati and Ohio; since which the noble old State, with its verities and possibilities—above all, with its precious memories and its fair fame—has been to me a constant source of pleasant thoughts. And this feeling of love and loyalty has grown apace, under the fostering influences of the Ohio Society. I can honestly say that I have here learned more about Ohio than I had ever known before. When I was a boy, for instance, nothing was ever said in my hearing about the three birthdays that belonged to the State; and the present delightful uncertainty which comes over me when-

ever this question provokes our astute members to discussion, adds to my interest in the old State and gives me a double pride and affection for the excellent step-mother that will always fairly divide the fealty which I hold to the two great commonwealths to which I belong.

\* \* \* \*

In 1882, after an absence of thirty-four years, I revisited the old home in Ohio. The first thing I looked for was the woods. They were gone. For miles around there was scarcely a tree standing. The little brooks were dried up; the rail fences, built of black walnut and oak and other choice woods, had disappeared; the farms were cleared up, and the log cabins lived only in the memory of the old inhabitants—a few of whom were still left. I remembered a sweet, lisping girl of ten, who was my first sweetheart; and they told me she was living at the old place. I sought her home, anxious once more to look into her dark-blue eyes and to see the dimples in her cheeks which had played such havoc with my young affections. I knocked at the door. It was opened by an elderly lady with thin, gray locks and wrinkled face. Upon her high forehead rested a pair of spectacles. Her form was bent

and feeble, and she looked inquiringly into my face as I asked if "the lady" was in. I introduced myself at last as an old friend, thinking to awaken some memories in her heart before I should give my name. But she seemed to have no recollection of me from anything she saw in my face, and even when I told her my name, she quite took away my self-conceit by repeating it over after me in an abstracted manner, finally remarking, "Oh, yes! I do remember you." It was evident that I was only one among the crowd. Her husband, who was one of my old comrades, had been dead for many years, and she was living among her grandchildren. I sought the old school-house where I had earned my first regular salary as a teacher. It stood upon the side-hill, just where I had left it nearly forty years before. I had expected to see it in a grove of sycamores, which we—teacher and pupils—had planted in the opening spring of 1843. One solitary tree remained, and it had been shivered by the lightning. It had a trunk nearly two feet in diameter; and I had planted it there with my own hands—a mere sapling. I looked at the gnarled and battered relic and walked away.

S. S. PACKARD.

## THE YELLOWSTONE EXPEDITION OF 1863: A CHAPTER OF MONTANA HISTORY.

### II.

WHEN these troublesome Indians had taken their departure, the band of brave men, under Captain Stuart, pushed onward upon their dangerous, self-appointed mission. "We are so far away from any high mountains," says the captain's diary, on the 30th, "that all the party feel discouraged and lonesome." On May 1st two Indians stole Bostwick's horse, under the very nose of its owner, while he stood guard. Buffalo was sighted in all directions; and the signs of Crow Indians grew numerous. A number of horses gave out from day to day. On the night of the 2nd, the captain writes: "We camped three miles below Pompey's Pillar, on which we found the names of Captain Clarke and two of his men cut in the rock, with the date July 25, 1806. Fifty-seven years ago!" On the 5th, they camped at the mouth of the Big-Horn river. In the evening some of the party washed a few pans of loose gravel from a bar on the Big-Horn, and found from ten to fifty very fine colors of gold in every pan. With the usual enterprise, five men were sent across the river on the following

morning, where they located a town-site of Big-Horn City, of three hundred and twenty acres, and thirteen ranches, of one hundred and sixty acres each; while Stuart located two ranches in the bottom, between the Yellowstone and the Big Horn. On the 7th they pushed on. Indian signs were observed on the 8th, and everybody was on the look-out. "We have two on guard at a time, and divide the night into two watches. York guards the horses all the time in daylight, and, therefore, does not stand any night guard. I have to come on at one o'clock to-night, and it takes all the romance out of traveling in the mountains to have to leave a warm, comfortable bed at one on a cold, windy, rainy night, and stand guard until six next morning, the weary hours cheered by the infernal howling of coyotes, buffalo, wolves, and pleasing thoughts of Indians crawling around camp, and the probabilities of hearing their arrows and bullets come hissing through the pitchy darkness." They pushed on, finding traces of gold and seeing buffalo by the thousand; and so to the

night of May 12th, when Captain Stuart closes his entry for the day with the suggestive thought: "It is eleven years to-day since I left the home of my boyhood. Who knows how many more it will be before I see it again, if ever?"

The night and day that followed certainly saw enough of a tragic nature to justify any sad forebodings with which the captain may have been oppressed. We will let him tell it in his own words: May 13, 1863.—"Last night Smith and I had the first watch; and about eleven o'clock the horses at my end were scared at something; but it was very dark, and I could not see anything. I thought it might be a wolf prowling around camp. A few minutes before eleven o'clock I sat up and lit a match to see what time it was, and also to light my pipe, but at once laid down again. We were both lying flat on the ground, trying to see what made the horses so uneasy; and to this we both owe our lives. Just then I heard Smith whisper that there was something around his part of the horses; and a few seconds later the Crows fired a terrific volley into the camp. I was lying between two of my horses, and both were killed, and very nearly fell on me. Four horses were killed and five more wounded; while in the tents, two men were mortally, two badly, and three more slightly wounded. Smith shouted, 'Oh, you scoundrels!' and fired both barrels of his shot-gun at the flash of theirs, but,

so far as we could tell next morning, without effect. He, most probably, fired too high. I could not fire, for the horses were in the way. I shouted for some one to tear down the tents, to prevent their affording a mark for the murderous Indians a second time. York rushed out and tore them down in an instant. I then ordered all who were able to take their arms and crawl out from the tents a little way, and lie flat on the ground. And thus we lay until morning, expecting another attack each instant, and determined to sell our lives as dearly as possible. When at last day dawned, we could see a few Indians among the rocks and pines on a hill some five or six hundred yards away, watching to see the effect of their bloody work.

"An examination of the wounded presented a dreadful sight. C. D. Watkins was shot in the right temple, and the ball came out at the left cheek-bone; the poor fellow was still breathing, but insensible. E. Bostwick was shot in five places—once in back part of shoulder, shattering the shoulder-blade, but the ball did not come out in front; three balls passed through the right thigh, all shattering the bone, and one ball passed through the left thigh, which did not break the bone. He was sensible, but suffering dreadful agony. H. A. Bell was shot twice; one ball entered at the lowest rib on the left side and lodged just under the skin on the right side; the other ball entered near

the kidneys, on the left side, and came out near the thigh-joint. D. Underwood was shot once, but the ball made six holes; it first passed through the left arm, above the elbow, just missing the bone, and then passed through both breasts, which were large and full, and just grazing the breast-bone. H. J. Geery was shot in the left shoulder-blade with an arrow, but not dangerously hurt. George Ives was shot in the hip with a ball—a flesh-wound. S. T. Hauser, in the left breast, with a ball, which passed through a thick memorandum-book in his shirt-pocket and stopped against a rib over his heart, the book saving his life. Several others had one or more ball-holes through their clothes.

"We held a council of war; concluded that it was impossible to return through the Crow country, now that they were openly hostile; therefore determined to strike for the emigrant road on the Sweetwater River, throwing away all of our outfit except enough provisions to use on the road. Watkins was still breathing, but happily insensible. Poor Bostwick was alive and sensible, but gradually failing, and in great agony. With noble generosity he insisted on our leaving him to his fate, as it was impossible to move him, and equally impossible for him to recover if we remained with him, and which, he said, would only result in all of us falling victims to the fiendish savages. He asked us to hand him his trusty revolver, say-

ing he would get even on the red devils when they came into camp. We gave it to him, and a few minutes later were startled by the report of his pistol, and filled with horror when we saw he had blown out his brains. Oh, noble soul! May you sit in judgment on your murderers on that great Last Day!

"Bill, who had declined to have his wounds probed, saying he was mortally wounded—as we all thought he must be from where he was struck—now said he would try to ride, and we put him on a horse and started, leaving camp a few minutes before twelve o'clock. We traveled slowly on account of the wounded, and camped to get supper before sundown, having traveled four miles nearly southeast. Started again at thirty minutes past four p. m., and went east five miles, thence south ten miles, to a camp at ten p. m. in the Big Horn Mountains."

The details of this terrible event, are furnished with vivid power by Mr. Hauser:

"Again, our captain thus briefly notices one of the most fearful tragedies that ever occurred in the mountains, and in which his nobleness of soul and heroic courage shone more brightly than ever before. On that dreadful night our lives were saved only by an accidental circumstance in the first place, and afterward by his wisdom and heroic bearing. As an illustration of his sagacity and mountaineer knowledge, I would state

before going into the details of that dreadful night, that, as we were riding along the day before, he remarked that we were being dogged by a war party. As I saw no Indians, nor signs of any, I asked him how he knew. He replied: 'Do you see those buffalo running at full speed off there next to the mountains?' Looking in that direction, some six or eight miles, I saw what he described, and answered that I did. 'Well,' said he, 'you will shortly see those others, a couple of miles or so ahead of them, start also.' Sure enough, in the course of about half an hour, they too stampeded, thus showing clearly that they were frightened by something travelling in the same direction we were, and it was also evident that it was something beyond them, for they all ran toward us. This convinced me that he was correct, and after he had explained and drawn my attention to the circumstance, it was easy enough to comprehend.

"Reaching the spot selected for camp, we busied ourselves with our various duties—some preparing supper, others starting off with pick, pan and shovel to prospect, etc.; but I noticed that our captain quietly took his rifle and started off alone for the rolling hills next to the mountains. In about an hour he returned, and throwing down some pemmican, remarked; 'Those thieving scoundrels are close around here; so close that in their haste to keep me from

seeing them they dropped that, and if we don't look sharp, we will get set afoot to-night.'

"As night approached it clouded up and threatened rain; so we carried in all our flour and most of our other baggage, saddles, etc., and placed them around next the walls of our tents, making our beds inside of this circle, which proved to be a providential act.

"Night coming on, the captain remarked that there would have to be a sharp watch kept, as he felt confident the Indians would make an attempt to get our horses, and said he would go on guard himself. As it grew dark we all retired to rest, except the two guards, without any misgivings, for during the last three weeks the Indians had been around our tents nearly every night, trying to steal our horses, and as they had never attempted to fire into or molest us, since our first meeting, when we stood them off, we had ceased to have any apprehension that they would attack us. The only precaution we took (that of taking our rifles and revolvers to bed with us), was to be ready in case they attempted to stampede our horses by dashing in among them.

"We all fell asleep without fear, having been accustomed to having Indians around camp trying to steal our horses only, as we had learned to suppose, when I was startled by our captain shouting, 'Keep close to the ground!' Instantly following his

voice came the most unearthly yelling and firing that I ever heard, and that so very close, that the crash seemed to be directly against my head and inside the tent. I was fairly lifted to a sitting position, and my first realization of what was the matter, was hearing Underwood say: 'I'm shot through and through.' 'My God, this is awful,' was my reply, adding instantly, 'so am I;' for, feeling the shock and sting of the ball, and blood trickling down my side, I thought it was all over for me. Hurriedly thrusting my hand under my shirt, I drew a sigh of relief, for I found that the ball had not gone through me, it having struck a thick memorandum book that was in my left shirt-pocket, which it passed through, and flattened and stopped against a rib near my heart.

"Instantly seizing our rifles, we crawled out of the tent, but before we got out the yelling and firing had ceased. It was pitch dark—dark as Egypt! and what followed was even more trying to our nerves than what had passed. We could distinctly hear the demon-like whisperings of the murderous fiends in the ravine, that we knew were not over ten paces from us, yet, so perfectly dark was it, that we could not even see the outlines of the bushes that bordered the ravine; in fact, we could not see our hands before us. Add to this, that we did not know how many of our little band were left alive. Some we knew were dying from the moans we heard, yet we could not see them, or offer a word

of consolation, for one audible word would have brought a shower of arrows. As it was, they were flying in all directions, and it seemed impossible to escape being pierced by them. We could hear them whizzing through the air every second, and so near that we often felt the wind; and so close were the Indians, that we could hear the twang of their bow-strings. Too shrewdly the cowardly murderers had resorted to their bows and arrows, after they had emptied their double-barrelled guns, knowing well that if they used their guns after we were aroused, that the flash would afford a mark for us to return their fire; but arrows gave no guide, and they were safe in the ravine and darkness.

"Crawling to our captain as best we could, constantly admonished by the flying arrows to crawl low, we found him lying between and among five dead horses, all shot by the Indians in their efforts to kill him, guided by his voice when he shouted to us to 'Keep close to the ground,' an order given upon his hearing them cocking their guns, just before they fired; which order was given at the imminent risk of his own life, but it saved ours, which was always the aim of his big heart at any risk, and as fortune sometimes favors the brave, so in this instance she did him, for the dead horses furnished him a complete barricade, from which he whispered his directions to us. On reaching him, I asked, in a suppressed whisper, how many men were killed. 'Don't know;

you are the third man that has reported,' he said, to which I replied, 'Great God, Jim, this is awful.' He answered: 'Never mind; it's rough, but we will give them a game yet. You and Underwood crawl toward the river about fifty yards; don't fire until you can punch your guns against them. Wait; there will be a general rush on us before morning. Remember, don't shoot until the rush is made, and you can touch them with your guns. If you fire sooner the flash of your guns will direct a hundred shots to you. Keep cool, and we can stand them off.' So Underwood and I dragged ourselves over the horses and for the distance indicated, requiring no further orders to keep close to the ground, for the whiz of the arrows made us lie flatter than ever, if possible. And here we lay, face downward, for three long hours, with cocked rifle in one hand and revolver in the other, in the most fearful suspense, expecting every moment that they would renew their yells and rush upon us. With every nerve strained, we watched and waited, with nothing to relieve our suspense except the gratitude we felt at being still alive, and the hope of succoring our wounded comrades, whose dying groans were perfectly heartrending. Add to this the audible whisperings of what we supposed to be directions and pre-

parations for the final charge, and the peculiar, never-to-be-forgotten sound of the arrows which we heard, but could not see; every one so close that we felt that the next one must strike. Yet we dare not fire in return—only wait for what seemed inevitable death. In this way the hours passed—hours that seemed weeks—when, to my utter surprise, our captain came walking erect, and almost stumbling over me. In a whisper said, 'What are you walking for? Why don't you get down and crawl. You will be killed.' To which in the same whispered tone he replied: 'Oh, I'm going around to see how the boys are and to get some water for Bell and Bostwick. There's enough of us left to give them a lively rattle in the morning.' At that moment an arrow came so close that we actually felt the wind of it. I again appealed to him to crawl. His answer was, 'I was not born to be killed by these red devils,' and he calmly walked down to the river and got a cup of water and took it to the wounded men, and to this day God only knows why he was not." The remainder of this tragical encounter and the escape of the survivors must be delayed until a later date.

SEELYE A. WILSON.

## FOUR REPRESENTATIVE MEN OF COLORADO.

BYRON E. SHEAR.

BYRON E. SHEAR, Esq., was born at Clayville, Oneida county, N. Y., June 5, 1851, and is now the only living child of Abrm. L and Henrietta (Chapman) Shear, both of whom are now living at Clayville. His father was born in the Catskills, and is a descendant of one of the original Dutch settlers of the Hudson river valley. His mother is of English descent—Chapman and Griswold by name.

Byron E. Shear spent his boyhood in the usual way—attending school, etc. When old enough, he learned the trade of stone-cutting, which occupation he followed summers, and during the winter-time he engaged in teaching school. He entered Cornell University, at Ithaca, N. Y., in the fall of 1870, and, subsequent to this period, his time was divided between that of pursuing his studies at the university and working at his trade at the State capitol building, in Albany, N. Y., which continued until his graduation, as Bachelor of Architecture, from Cornell, in 1874, and from the law department of Hamilton College, N. Y., in 1877, when he was admitted to the bar, and immediately entered upon the practice of his pro-

fession with the law firm of Sutton & Morehouse, of Utica, N. Y., with whom he remained until March, 1880.

He removed to Colorado and settled in Aspen May 13, 1880. At this time Aspen consisted of only a half dozen log cabins, a badly-surveyed town-site and a few mine prospects.

Soon after his arrival in this new mining camp he established himself in the practice of his profession, which he carried on in connection with other business pursuits, notably among which was his assistance in making a new survey of the town and laying it off into streets and blocks.

In December, 1880, assisted by Geo. W. Thatcher, he drew the bill—which was passed by the Third General Assembly—erecting Pitkin county, Col.

Among the important cases of litigation in which Mr. Shear has been engaged was that of Gillespie *vs.* Breed, over the Spar mine, involving claims to the amount of many thousand dollars. Attorney Shear won this case for his client, Mr. Gillespie, after a trial lasting three years.

Mr. Shear negotiated the sale of the Spar mine and other claims to J. B. Wheeler and H. B. Gillespie, retaining for himself a one-twelfth in-

terest, which was the beginning of his interest in mines. His investments in the "Mollie Gibson" mine continued, until he owned nearly a one-third interest.

In 1883-4-5 he was city attorney of Aspen; and during his term of office he had charge of the litigation between the people and the Aspen Town Land Company, which he prosecuted successfully for the people. He also brought the first Apex suit,

which was compromised.

In politics, Mr. Shear is a Republican, but not a seeker after place. Applying himself closely to the practice of law and mining pursuits, he is content, though he thinks that, "alone," life is not worth living. He finds compensation, however, in enticing the "speckled beauties" from the mountain brooks, at which he is an adept.

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GALEN K. HASSENPLUG, M. D.

THE progenitor of the old German family to which Dr. Galen K. Hassenplug belongs, emigrated to America about the year 1760, settling in Pennsylvania, where the greater portion of his posterity still reside. One of his descendants, William H. Hassenplug, grandfather of the subject of this sketch, was born in Union county, Pa., lived the life of a farmer, and died in February, 1876, at the ripe old age of eighty-four. His son, Dr. Jacob H. Hassenplug, was born in Mifflinburg, the same State, in 1827, and is at present (1890) a successful practicing physician and surgeon in the city of Philadelphia, which became his home in 1867. He acquired his medical education in the Jefferson Medical College of Philadelphia, from which he was graduated in 1856. He rendered very efficient service to the

Government, as surgeon in the United States Army, from 1861 to 1865, inclusive. A good portion of this time he was with the Army of the Potomac, but later was located at Fortress Monroe, and finally at Norfolk, where he had charge of the United States dispensary and the smallpox hospital.

The son of this worthy and successful physician, Dr. Galen K. Hassenplug, was born at Mifflinburg, Pa., on May 4th, 1856. He attended the common schools of that place and of Norfolk, Va., and in 1868 entered the College of Philadelphia, from which he was graduated three years later, with the degree of A. B., and five years later the degree of A. M. was conferred. In 1874 he graduated from the Jefferson Medical College (where his father had preceded him),

and carried with him high and enviable commendations from Dr. Pancoast and Prof. Gross and other members of the faculty.

He was resident surgeon at the house of correction for one year, during which time he became interested in specialties, giving much of his time to the same line of investigation and practice during the three years following, while engaged in the regular duties of his profession. He subsequently received special instruction in Wills Eye Hospital, the Eye and Ear department of the Pennsylvania Hospital, and the Nose and Throat department of the Jefferson Medical College Hospital, making rapid advance in his chosen special fields, and preparing the way for enlarged usefulness and success in the future.

In 1883 Dr. Hassenplug sought a

new field for the practice of his chosen specialties, which he found to his liking in the city of Denver, after visiting Chicago, St. Paul, Minneapolis, Tacoma, Seattle, Portland, San Francisco, Los Angeles and other important points in the west and northwest.

He settled in Denver on December 20th, 1883, where he has since continued in the successful treatment of eye, ear, throat and nose diseases. The income from his large and lucrative practice has enabled him to invest largely in Denver realty and the rich mineral fields of Colorado. He is also substantially interested in New Mexico and Texas lands. He is a member of both county and State medical societies, and occupies a high professional and social position in the city of Denver.

#### HUGH TWINING.

HUGH TWINING may well be classed among the prominent miners of America, his experience in searching the earth for hidden riches extending, in point of time, from 1850 to to-day, and into the gold fields of California, New Grenada and Chili, and, later, to the silver fields of Colorado. In all these fields and through all these years he has been the same adventurous, industrious and courageous

man. His success has come because he has earned it and resolutely followed new lines that led to success. He was born in Erie county, N. Y., on February 19th, 1830, a son of John Twining, a farmer, who for fourteen years served as commissioner of deeds for Erie county, and died in Wisconsin when in his ninety-third year. The early boyhood of the son was spent in New York—more especially

on the Erie Canal, then the great line of travel and transportation between the east and west, and on the lakes. He was cabin-boy for Captain Blake for six years, but was induced to leave a sailor's life and return home. He was then but sixteen years of age. Soon after his return, his father's family removed to Milwaukee, Wis., where they settled in 1846, but in a short time they settled in Dane county, the same State.

But the life of a farmer, even upon the frontier, was not stirring enough to suit young Hugh; and in 1850, when but twenty years of age, he determined to try his fortune in the newly-discovered and far-away gold field of California. He arranged with several others to cross the plains in company; and when the time of departure arrived he was the only one in readiness to start; so, all alone, on horse-back, he proceeded upon his perilous trip. After many trials and adventures, California was safely reached. He immediately entered upon placer or gulch-mining, in which he was quite successful for a long period, making from forty to sixty dollars a day. Later on, he went to New Grenada, and thence to Chili, in which places he also followed mining.

The year 1852 again found him in this country, with his stopping-place at St. Louis, Mo. His keen business sense had suggested a favorable speculation, and he accordingly purchased one hundred and fifty mules, which he

drove to California, where he sold them at high prices, many of them bringing as high as \$750 a head. After they had been disposed of, he engaged with a good mining company, in an assay office, at \$285 per month.

In 1866 Mr. Twining was induced to return to his Wisconsin home, in consequence of his father's ill health. He remained with his parents until 1879, when he came to Colorado, settling first at Leadville and subsequently at Georgetown, his present home. Soon after his location at this place, he entered into a contract with the Continental Oil Company for full control of Clear Creek, Gilpin and other counties, in which capacity he soon became a well and favorably known business man.

Mr. Twining was also engaged in mining, being interested in the Columbia mine, in Clear Creek county, and the Comstock and Ipavia, in Gilpin county. The latter is shipping ore in paying quantities, and the Comstock has a heavy body of ore, which has just been opened and runs well.

Mr. Twining has always taken an interest in anything touching the public good, although keeping in the background. In politics, he was in former years a Douglas Democrat, but at present styles himself an "American." He has always declined political preferment, and, although elected to office, has declined to qualify. He has ever taken an especial interest in school matters. He is an

enthusiastic Mason, and has taken ninety degrees in that order. He is also a member of P. O. S. of A., which order, since its establishment in this section of the country, has sent him as a delegate to its State and national camps. He is at present State Master of Forms and Ceremonies.

Mr. Twining was married in 1867 to Almira A. Field, and has two daughters and one son, all in Georgetown. He has given up all business

except mining, to which he devotes his entire time, with the exception of such hours as he can give to social life, in which his affability and geniality make him a leading factor. At home or abroad, he is ever the same—generous, plain of speech and unassuming in character—his every-day life guided by highest principles, and his usefulness apparent in many ways in the city of his chosen home.

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JOSEPH H. SMITH.

JOSEPH H. SMITH is one of the representative citizens of the State of Colorado. He has been the "architect of his own fortune," for he is essentially a self-made man. In business he has achieved financial success through unflagging industry, unvarying promptness and honorable dealing.

The sterling, admirable qualities that brought him success in his private business, marked him for public preferment, and in the discharge of an important public trust, he has realized all the expectations of his friends and has added to their regard the esteem and confidence of the general public. He is a typical southern-bred gentleman, possessing all those social graces and charms of manner so characteristic of that chivalrous race of men who value good breeding

and manly courage higher than any other attainments or attributes.

Joseph H. Smith was born June 20, 1844, at Mountain City, Johnson county, East Tenn. He is a son of Colonel A. D. Smith, an attorney at law, who spent the greater part of his life in the practice of his profession. In politics Colonel Smith was an old-line Whig, and afterwards became a Unionist. He presided over two conventions held for the purpose of forming a new State from the counties of East Tennessee, and the Unionist counties in the States adjoining that section of Tennessee. He was a colonel in the State militia and organized the Thirteenth Tennessee Regiment of cavalry in the fall of 1863. The same year he was removed from his patriotic labors by death, at the age 54. He was a man of firm,

unyielding convictions and unfaltering courage, qualities inherited by his sons in a marked degree.

Colonel Smith and his estimable wife, who is still living, were the parents of eight children. They were Ellen A., Cornelia E., James, A. Wynn, Joseph H., John P., Mary A., and Alice R. Of these, Ellen, James and A. Wynn, are dead. The first named lived to womanhood; James died when a boy, and A. Wynn achieved military distinction and the rank of Colonel before his death, which occurred in 1873.

John is now chancellor of the First District in Tennessee, where he and his sister, Cornelia, reside. Mary and Alice are both married. The former lives in Emporia, Kan.; the latter in Denver.

This branch of the Smith family from which Joseph H. Smith is descended, is an old and honorable one; its members being scattered through North Carolina, Virginia, and East Tennessee. The paternal grandfather of Joseph was an old school gentleman; one "native here, and to the manor born." He was a large land and slave owner, and was extensively engaged in the manufacture of iron. He lived to a ripe old age.

Joseph H. Smith early acquired a practical education. He had inherited the military spirit of his father, and like his distinguished sire he was patriotic in his devotion to the Union. When Beauregard's gun-boats opened fire on Fort Sumter, Mr. Smith was

but seventeen years of age. A year later he resolved to offer himself to the Federal army. This resolution was easier made than to carry out. It necessitated the risk of his life. He set out on foot for the north, and by traveling nights and hiding days, succeeded in crossing the Confederate lines, arriving at Cumberland Gap after its occupancy by Federal troops, and prior to its evacuation.

He immediately enlisted in the Second Tennessee infantry, and was with the regiment through quite a severe campaign, until he was taken sick and ordered by Colonel Carter back to private life, where he remained until he recovered. He then enlisted in the Thirteenth Tennessee Cavalry with a commission in his pocket; but before being mustered in he was detailed to nurse a sick uncle, Major H. C. Smith, of the same regiment. From this time on he was a privileged character; was for a time an attendant on the quartermaster, and was with what was known as the "Andy Johnson Brigade," composed of the Eighth, Ninth and Thirteenth Cavalry, detailed for special service.

It was this brigade that engaged the command of the famous John Hunt Morgan, in which engagement Morgan was killed. Morgan had attained a national notoriety as the leader of raids into Kentucky, Ohio and Indiana. The Andy Johnson Brigade at its own request was attached to General George Stoneman's

Division on the raid to intercept the Jeff Davis party in their endeavor to escape after the fall of Richmond.

At the close of the war, Mr. Smith engaged in the mercantile business, and the year 1868 once more found him at the place of his nativity, Mountain City, engaged in dry goods and general merchandising, in which he continued until 1872. He then sought new fields of labor, and, after traveling somewhat extensively, found himself in Denver, Col., in August, 1872. After familiarizing himself with the State to a considerable extent, engaging in mining industries at Alma, Gold Hill and other localities, he organized, in the spring of 1873, the Novelty Manufacturing Company; and, having always had a taste for that line of business, he successfully conducted this chosen line of manufacturing, until he furnished nearly all the electrical supply trade in Colorado, Utah, Wyoming and New Mexico. He severed his connection with this business upon his election to the office of clerk and recorder for Arapahoe county, in November, 1887. Mr. Smith performed the duties of this important office with such ability

and fidelity that he was re-elected thereto for a second term in 1889. Since he has become the administrator of its affairs, it has made the most wonderful advance in its history, and now employs from twenty to thirty copyists.

In politics, Mr. Smith is a Republican of the most pronounced type, as is generally the case with the Southern born when they espouse the principles of the party. He is a man of fine physique, light complexion and an eye that is remarkable for its power. He stands fully six feet, scores a weight of two hundred, and possesses certain mental characteristics that enable him to command the respect and confidence of not only his friends, but of those who oppose him politically.

All who know him esteem him for his social qualities. He was married in 1871 to Miss Rebecca Allen, daughter of Major Wesley L. Allen, a prominent civil engineer and architect. Five children have been born to them —Charles, born in 1872; Ada C., in 1874; Henry C., in 1875; Dick, in 1876, and Joe H., in 1878.

A. N. TOWNE.

## HON. A. M. CANNON.

THE world admires character. It penetrates the wilds, explores the seas, reviews its marts and invades the calm sequestered paths of rural life with a scrutinizing eye, in search of men in whose ambitious soul the silent voice of innate genius dwells hopeful in the twilight of renown. It sweeps majestically by the groveling throng and carrying in its jealous embrace the diadem of genius seeks only he in whose heart nature has kindled its living flame before whose irresistible force obstacles fade and in whose glare beams resplendent the epic of a noble life.

It is this mysterious force which emanates from thought, dwells in shadows and clothes obscurity with a felicitous charm in casting charity in the image of merit. Thus it is in casting an eye over the vast multitude we are here and there confronted with the ever modest but conspicuous figure of the world's most active men.

It is to such men the great west owes her fortune, and upon such men it bequeaths a legacy of unperishable renown. It is to such men that Spokane Falls must trace her proud position in the constellation of municipal marvels, and upon whose brow, with pardonable pride it places the laurel of its highest esteem. Such

indeed, is the respect with which the name of Hon. A. M. Cannon is held, not only by the citizens of Spokane Falls, but by the thousands whom he has met in every atmosphere of business life. His life is one pregnant of instructive interest—an unfinished though splendid drama of thrilling incidents and situations.

Born in the obscure village of Monmouth, Ill., in 1837, his early life was bereft of all those advantages with which wealth and luxury entrench themselves. The education of young Cannon extended not beyond the age of adolescence, and in the severe school of adversity he learned the alphabet of business, writing with skillful hand a name unique in the registry of success. At the age of twenty-one we see him leaving his father's cot with a team of oxen and wandering over the arid plains of Iowa, Kansas, Wyoming and Colorado; up through the wild sublimity of the Rocky and Sierra Nevadas, down through the sequestered valleys of California, to pause before the deep blue waters of the Pacific, like a messenger who blazed a path for following civilization. Those were the days when the land, although a trackless waste, held forth its golden promises to men of courage and men of pres-

cience. It was then that the young subject of this sketch was offered on credit one-half interest in the town-site of Denver for the princely sum of \$1,000. But it was his rule, established early in life, to never venture into business beyond his means, and this one golden chance of his life passed before him like the Fata Morgana of an ambitious soul.

In San Francisco his sojourn was brief, but, in battling with the world for a foot-hold among men, he developed the most marked ability as a financier and demonstrated his effectiveness in a highly creditable degree. Returning to his native State, he adopted Chicago as a permanent home, and became conspicuous as one of the most daring as well as successful operators on the Board of Trade. Fortunes were made and lost with stoical *nonchalance*. Failure only strengthening his determination to succeed, and poverty only accelerating the impulsive fire of his invincible courage, he threw his exertions into the oil-fields of West Virginia, and arose like a Colossus in the strength of his success. It is a well-known fact that charity never sought admission at the door of the oil operator without a cordial reception; and hundreds of poor families were supplied during the war by the munificence of his hand.

In 1868 Mr. Cannon removed to Kansas City, and became the most extensive flour manufacturer in the State. The business grew with great

rapidity. From a small investment it was sold, after two years' operation, for \$65,000, and seven years later for \$3,000,000.

Leaving Kansas City, he returned to California, and became interested in various lines of business at San Francisco and Los Angeles, but finally located at Portland, Ore., and commenced once more an active career, which, however, was abridged by sickness and impaired health. Under the advice of a physician, he left Portland and journeyed eastward into the picturesque valley where the Spokane Falls sung its song of future greatness to solitude and the convalescing pioneer.

Here, in 1878, he saw the nucleus of a metropolis, and failed not in having his hopes rewarded by the birth, growth and unequalled splendor of an emporium in whose diversified interests he is conspicuously identified.

From an obscure country boy we trace the president of the Columbia Railway and Navigation Company; the president of the largest coal and coke company in America; the president of the Bank of Spokane Falls and the First National Bank of Palouse City; the vice-president of the Washington National Bank and the Washington Savings Bank; the heavy stockholder in nearly thirty interests, representing a volume of wealth of no slender proportion.

The prime mover in opening up the most diversified interest which sur-

rounds the city; the careful guardian of the city's dignity; the proud parent of her richest gem, the Auditorium—he stands pre-eminently at the head of a city renowned for the splendor of her myriad charms. In his activity throughout life, he has found time to embellish his mind with a fund of general wisdom. Naturally of a taciturn disposition, his voice in council

is only heard when momentous questions confront the people; and when heard, it rings with a sound of wisdom and sincerity, carrying conviction in its grasp. In the full meridian of a splendid career, he stands unique in the affection of the city—the rich inheritor of universal admiration.

WM. R. McGARRY.

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#### SAMUEL T. HAUSER: AN EARLY GOVERNOR OF MONTANA.

WHEN President Cleveland, in 1885, appointed Samuel T. Hauser, to the office of Governor of Montana, it was generally recognized that he had made a choice that would reflect credit upon himself as a judge of men; that would advance the best interests of the section over which he was to exercise gubernatorial powers, and that would give satisfaction to the people of Montana. Mr. Hauser was one who braved all the dangers of life in that newly-opened section of the west in its early days, and also one of those who have been of great service in developing its natural resources, and in opening it to the world by the creation of many new lines of transportation. His life and the interests of Montana are inseparably woven together, and it would be impossible to speak of one without reference to the other.

He is truly a self-made man, in the best meaning of the term. He was born

at Falmouth, Pendleton county, Ky., on January 10, 1833, and received his early training and education in that State. In 1854 he removed to Missouri, where he engaged in civil engineering in the employ of railroad companies. He afterwards served as assistant engineer on the Missouri Pacific and Northern Pacific, and was then appointed chief engineer of the Lexington branch, from Lexington to Sedalia, holding the latter position until 1862. In the earlier half of that year he came up the Missouri River, and arriving at Port Benton in June, he crossed the country from that point to the head waters of the Columbia, where he engaged in prospecting for a short time. Montana is rich in mineral treasures, and these engaged Mr. Hauser's attention for a time, for in the fall of 1862 he went to the Bannack Mines, and in the autumn of the following year followed Lewis and Clark's route down the

Yellowstone. Some idea of the personal qualities and bearing of the man, and of the dangers he faced in opening these new lands to civilization, may be found in the thrilling story of "The Yellowstone Expedition of 1863," now appearing elsewhere in these pages.

Mr. Hauser immediately became one of the active men of the new territory. In 1865, in company with M. P. Langford, he organized a bank at Virginia City, under the firm name of S. T. Hauser & Co. That year was for him indeed, a busy one. He organized a mining company, and erected the first furnaces in the Territory at Argenta. In 1866 he organized the First National Bank of Helena, and also the St. Louis Mining Company, now known as the Hope Mining Company at Phillipsburg, where they erected the first silver mill in the Territory. Still indefatigable, this enterprising and energetic man, organized the First National Bank of Butte, and the First National Bank of Benton, First National Bank of Missoula, and for several years devoted his attention to banking interests. A recent writer in speaking of Governor Hauser's labors in this direction, says:

"Helena, the capital of the State, takes the lead in regard to the number and resources of her national banks. The oldest of these is the First National Bank, which was organized by Samuel T. Hauser & Co. in the year 1866. Among its

stockholders are some of the oldest inhabitants of Helena and of the State itself. This bank is the officially designated depository of the United States for Montana. The following well-known gentlemen are its officers: S. T. Hauser, president; E. W. Knight, cashier, and T. H. Kleinschmidt, assistant cashier. The directorate is composed of reliable and influential men, as will be readily seen from the following list: S. T. Hauser, A. M. Holter, Granville Stuart, E. W. Knight, T. H. Kleinschmidt, John C. Curtin, R. S. Hamilton, O. R. Allen, G. H. Hill, C. K. Wells and T. C. Power. The names of such men as these are in themselves a guarantee of the soundness and success of any enterprise or institution with which they are identified. They are the leading spirits of the community, and are regarded as high authorities concerning all financial matters and in the commercial world. The paid up capital of the First National is \$500,000, and the surplus and profits reach \$700,000. The First National Bank of Benton, Mont., the First National of Missoula, Mont., and the First National of Butte, the same State, are associated with this well-established and justly celebrated institution."

Governor Hauser was also president of the first railway within the limits of the Territory, the Utah & Northern. In connection with associates, he has also built the following railroad lines: The Helena & Jefferson County; Helena & Bounder Val-

ley; Helena Red Mountain; Helena Northern; Drummon & Phillipsburg; Missoula & Bitter Root Valley. He also organized the Helena and Livingston Smelting and Reduction Company, and is its president, and has probably done more to develop its mines and mining than any other one man in the State. He is also a large real estate owner, and has large investments in stock and mining interests.

In view of what has gone before, it is hardly necessary to add that Gov. Hauser is one of the best-known men in the northwest, and that he is ever ready to aid any plan or enterprise that will advance the best moral, educational or material interests of that section of our land. In politics, he is a Democrat, and in 1884 was made a delegate to the Democratic National Convention, where he was appointed a member of the committee to notify the nominees of the honor conferred upon them. In July, 1885, as has been said, he was made Governor of Montana, and proved himself to be the best governor the Territory ever had.

He was also its first resident governor. Gov. Hauser was married to Miss Ellen Farrar, a daughter of Dr. Farrar, of St. Louis. Two children have been born to this union—Ella and Samuel Thomas.

It would be difficult to speak too strongly of the usefulness of a life like that of Samuel T. Hauser, whose every work has been followed by beneficent results for the bettering of others. To few men, indeed, in a generation, are such rich natural gifts and qualifications given as those with which he has been endowed, and which he has used so wisely, so untiringly and so freely in the building up and bringing to the highest point of success attainable of every interest that has been so fortunate as to secure his assistance, co-operation and connection. His appearance carries out the estimate one would make of him, in reading the story of his life—a handsome, kindly, manly countenance, with broad, noble brow and eyes that seem to look through you in their clear and penetrating glance.

W. H. MAGUIRE.

## REMINISCENCES OF THE THIRTH-SIXTH AND THIRTY-SEVENTH CONGRESSES.

BY HON. JOHN HUTCHINS, A MEMBER OF THE THEN TWENTIETH OHIO DISTRICT.

### XX.

SENATOR TULEE, of Florida, on the same day withdrew from the Senate, and in his speech referred to a protest of certain Senators, made August 4th, 1850, on the admission of California into the Union, which the Senate at that time refused its admission upon its journal. It is copied in full in the *Congressional Globe*, 2 session, 36 Congress. The following extract is taken therefrom: "With a view of all these considerations, the undersigned are constrained to believe that this Government could never be brought to admit a State presenting itself under such circumstances, if it were not for the purpose of excluding the people of the slaveholding States from all opportunity of settling with their property in that Territory.

"Because, to vote for a bill passed under such circumstances, would be to agree to a principle which may exclude forever hereafter, as it does now, the States which we represent, from all enjoyment of the common territory of the Union—a principle which destroys the equal rights of their constituents, the equality of their States in the confederacy, the

equal dignity of those whom they represent as men and citizens in the eye of the law, and their equal title to the protection of the Government and the Constitution.

"Because, the admission of California as a State into the Union, without any previous reservation assented to by her of the public domain, might involve an actual surrender of that domain to—or, at all events, places its future disposal at—the mercy of that State, as no reservation in the bill can be binding upon her until she assents to it; and her dissent hereafter would in no manner affect or impair her admission.

"Because all the propositions have been rejected which have been made to obtain either a recognition of the right of the slaveholding States to a common enjoyment of all the territory of the United States, or to a fair division of that territory between the slaveholding and non-slaveholding States of the Union; every effort having failed which has been made to obtain a fair division of the territory proposed to be brought in as the State of California.

"But, lastly, we dissent from this

bill, and solemnly protest against its passage; because, in sanctioning measures so contrary to former precedent, to obvious policy, to the spirit and intent of the Constitution of the United States, for the purpose of excluding the slave-holding States from the territory thus to be united into a State, the Government, in effect, declares that the exclusion of slavery from the territory of the United States is an object so high and important as to justify a disregard not only of all the principles of sound policy, but also of the Constitution itself. Against this conclusion we must now and forever protest, as it is destructive of the safety and liberties of those whose rights have been committed to our care, fatal to the peace and equality of the States which we represent, and must lead, if persisted in, to the dissolution of that confederacy to which the slave-holding States have never sought more than equality in, while they will not be content to remain with less.

"J. M. MASON,  
R. M. T. HUNTER, } Virginia.  
A. P. BUTLER, } South Carolina.  
R. B. BARRELL, }  
H. L. TURNER, Tennessee.  
PIERRE SOULEE, Louisiana.  
JEFFERSON DAVIS, Mississippi.  
DAVID R. ATCHISON, Missouri.  
JACKSON MORTON, } Florida.  
D. L. TULEE,

"Senate Chamber,

August 13, 1850."

The protest from which this extract

is taken shows that the slave-holding States, when California was admitted (August, 1850), claimed the right to enjoy all, or, at least, an equal division of the territory owned by the United States, for the introduction of their local laws, and especially the institution of slavery; and this is in exact accordance with the Calhoun theory of the relation of the States to the general government, as claimed by Senator Davis in the speech quoted, withdrawing from the Senate.

It is difficult to convey a correct impression (to those who did not witness it) of the anxiety in the public mind during the second session of the Thirty-sixth Congress, which hung like a pall over the nation. The condition of things was without precedent in our history; and it was not singular that there should be differences of opinion among men equally devoted to the preservation of the Union. In the shadow of that great anxiety, articles in the public press and speeches in Congress should be read; and the wisdom and statesmanship of the inaugural address of President Lincoln should be judged.

Mr. Lincoln left his home in Illinois for Washington on the 11th of February, 1861, and passed through Indianapolis, Cincinnati, Columbus, Cleveland, Erie, Buffalo, Albany, New York city, Trenton, Newark, Philadelphia, Lancaster and Harrisburgh. He was at all these places received with appropriate honor by the people, who had assembled to

welcome him. On the journey he made sensible remarks to the crowds assembled. At Indianapolis he said, among other things: "But if the United States should merely hold and retake her own forts and other property and collect the duties on foreign importations, or even withhold the mails from places where they are habitually violated, would any or all these things be 'invasion or coercion?'" He was suggesting a fact for the consideration of the people, knowing full well that nothing could be done successfully, unless sanctioned by public opinion.

At Philadelphia, in Independence Hall, he expressed his idea of the Declaration of Independence in the following language: "I have often pondered over the dangers incurred by the men who assembled here and framed and adopted that Declaration of Independence. I have pondered over the toils that were endured by the officers and soldiers of the army who achieved that independence. I have often inquired of myself what great principle or idea it was that kept this confederacy so long together. It was not the mere matter of separation of the colonies from the mother-land, but *that sentiment in the Declaration of Independence which gave liberty, not alone to the people of this country, but, I hope, to the world for all future time.* It was that which gave promise that in due time the weight would be lifted from the shoulders of all men. This is the sentiment em-

bodied in the Declaration of Independence. Now, my friends, can this country be saved on that basis? If it can, I shall consider myself one of the happiest men in the world if I can help to save it. If it cannot be saved on that basis, it will be truly awful. But if this country cannot be saved without giving up that principle, I was about to say that I would rather be *assassinated* on this spot than surrender."

This sentiment was not agreeable to the secession element in Baltimore, as will be seen by an extract taken from the *Baltimore Exchange* of February 23, 1861: "Mr. Lincoln, the President-elect of the United States, will arrive in this city with suite this afternoon by special train from Harrisburg, and will proceed, we learn, directly to Washington. It is to be hoped that no opportunity will be afforded him—or that, if it be afforded, him, he will not embrace it—to repeat in our midst the sentiment which he is reported to have expressed yesterday in Philadelphia."

At Harrisburg, Mr. Lincoln got information that the secession sentiment in Baltimore, was in such a state, that it might be imprudent for him to pass through that city publicly, as he had through the other cities named, and without public announcement, he quietly took the cars at Harrisburg, journeying through Baltimore in the night season and arriving at Washington in the morning. He was warmly welcomed by the

Union men, members of Congress, and others. At the proper time, the usual ceremonies of an inauguration were perfected, and on the 4th of March, in the presences of the judges of the Supreme Court, members of Congress, and a large concourse of people, delivered his inaugural and took the oath of office. That historical document is here given in full:

"Fellow citizens of the United States: In compliance with a custom as old as the government itself, I appear before you to address you briefly, and to take in your presence, the oath prescribed by the Constitution of the United States, to be taken by the President, before he enters on the execution of his office.

"I do not consider it necessary, at present, for me to discuss these matters of administration about which there is special anxiety or excitement. Apprehension seems to exist among the people of the Southern States, that, by the accession of a Republican administration, their peace and personal security are to be endangered. There has never been any reasonable cause for such apprehension. Indeed, the most ample evidence to the contrary has all the while existed, and been open to their inspection. It is found in nearly all the public speeches of him who now addresses you. I do but quote from one of those speeches, when I declare 'I have no purpose, directly or indirectly, to interfere with the institutions of slavery in the States where it

exists.' I believe I have no lawful right to do so; and I have no inclination to do so. Those who nominated and elected me, did so with the full knowledge that I had made this, and many similar declarations, and had never recanted them; and more than this, they placed in the platform for my acceptance, and as a law to themselves and to me, the clear and emphatic resolution which I now read:

"Resolved that the maintenance in violation of the rights of the States, and especially the right of each State to order and control its own domestic institutions according to its own judgment exclusively, is essential to the balance of power on which the perfection and endurance of our political fabric depends; and we denounce the lawless invasion by armed force of the soil of any State or Territory, no matter under what pretext, as among the gravest of crimes.' I now reiterate these sentiments, and in doing so, I only press upon the public attention the most conclusive evidence of which the case is susceptible, that the property, peace, and security of no section are to be in any wise endangered by the now incoming administration.

"I add too, that all the protection which consistently with the constitution, and the laws, can be given, will be cheerfully given to all the States, when lawfully demanded, for whatever cause, as cheerfully to one section as to another.

"There is much controversy about the delivering up of fugitives from

service or labor. The claim I read is as plainly written in the constitution as any other of its provisions. 'No person held to service or labor in one State under the laws thereof, escaping into another, shall, in consequence of any law or regulation therein, be discharged from such service or labor, but shall be delivered up on claim of the party to whom such service or labor may be due.'

"It is scarcely questioned that this provision was intended by those for the reclaiming of which we call fugitive slaves; and the intention of the law given is the law.

"All members of Congress swear their support to the whole constitution—to this provision as well as any other. To the proposition then, that slaves whose cases come within this, the terms of this claim, 'shall be delivered up,' their oaths are unanimous. Now, if they would make the effort in good temper, could they not, with nearly equal unanimity, frame and pass a law by means of which to keep good that unanimous oath?

"There is some difference of opinion whether this claim should be enforced by National or State authority; but surely that difference is not a very material one. If the slave is to be surrendered, it can be of but little consequence to him or to others by which authority it is done; and should any one, in any case, be content that this oath shall go unkept on a merely unsubstantial controversy as to how it shall be kept?

"Again, in any law upon this subject, ought not all the safeguards of liberty known in civilized and humane jurisprudence to be introduced, so that a free man be not in any case, surrendered as a slave? And might it not be well at the same time to provide by law for the enforcement of that claim in the constitution which guarantees that 'the citizen of each State shall be entitled to all the privileges and immunities of citizens in the several States'?

"I take the official oath to-day with no mental reservations, and with no purpose to construe the constitution or laws by any hypocritical rules; and while I do not choose now to specify particular acts of Congress as proper to be enforced, I do suggest that it will be much safer for all, both in official and private stations, to conform to and abide by all these acts which stand unrepealed, than to violate any of them, trusting to find impunity in having them held unconstitutional.

"It is seventy-two years since the first inauguration of a president under the National Constitution. During that period, fifteen different and very distinguished citizens have in succession administered the executive branch of the government. They have conducted it through many perils, and generally with great success. Yet with all this scope for precedent, I now enter upon the same task, for the brief constitutional term of four years, under great and peculiar diffi-

culties. A disruption of the Federal Union, heretofore only menaced, is now formidably attempted. I hold that, in contemplation of universal law and of the constitution, the union of the States is perpetual. Perpetuity is implied, if not expressed, in the fundamental law of all national government. It is safe to assert that no government proper ever had a provision in its organic law for its own termination. Continue to execute all the express provisions of our National Constitution, and the Union will endure forever, it being impossible to destroy it except by some action not provided for in the instrument.

"Again, if the United States be not a government proper, but an association of States in the nature of a contract merely, can it, as a contract, be peaceably unmade by less than all the parties who made it? One party to a contract may violate it—break it, so to speak; but does it not require all to lawfully rescind it? Descending from these general principles, we find the proposition that, in legal contemplation the Union is perpetual, confirmed by the history of the Union itself.

"The Union is much older than the constitution. It was formed, in fact, by the Articles of Association, in 1774. It was matured and continued in the Declaration of Independence, in 1776. It was further matured, and the faith of all the then thirteen States expressly plighted and engaged that it should be perpetual, by the articles of

confederation, in 1778; and finally, in 1787, one of the declared objects for ordaining and establishing the constitution was to form a more perfect union. But if the destruction of the Union by one or a part only of the States be lawfully possible, the Union is less than before, the constitution having lost the vital element of perpetuity.

"It follows from these views that no State, upon its own mere motion, can lawfully get out of the Union; that resolves and ordinances to that effect, are legally void; and that acts of violence within any State, or States, against the authority of the United States, are insurrectionary, or revolutionary, according to circumstances.

"I therefore consider that, in view of the constitution and laws, the Union is unbroken, and, to the extent of my ability, I shall take care, as the constitution itself expressly enjoins upon me, that the laws of the Union shall be faithfully executed in all the States. Doing this, which I deem to be only a simple duty on my part, I shall peacefully perform it, so far as practicable, under my rightful masters, the American people; shall withhold the requisite power, or in some authoritative manner direct the contrary.

"I think this will not be regarded as a menace, but only as the declared purpose of the Union that it will constitutionally defend and maintain itself.

"In doing this, there need be no bloodshed or violence, and there shall be none unless it is forced upon the national authority.

"The power confided to me, will be used to hold, occupy, and possess the property and places belonging to the government, and collect the duties and imports; but beyond what may be necessary for these objects, there will be no invasion, no using of force against or among the people anywhere.

"Where hostility to the United States shall be so great and universal as to prevent competent resident citizens from holding the Federal offices, there will be no attempt to force obnoxious strangers among the people for that object. While the strict legal right may exist of the Government to enforce the exercise of these offices, the attempt to do so would be so irritating, and so really impracticable withal, that I deem it better to forego for the time the uses of such offices. The mails, unless repelled, will continue to be furnished in all parts of the Union. So far as possible, the people everywhere shall have that sense of perfect security which is the most favorable to calm thought and reflection. The course here indicated will be followed, unless current events and experience shall show a modification or change to be proper; and in every case and exigency my best discretion will be exercised according to circumstances actually existing, and with a view and hope of a

peaceful solution of the national troubles and the restoration of fraternal sympathies and affections. That there are persons, in one section or another, who seek to destroy the Union at all events, and are glad of any pretext to do it, I will neither affirm or deny. But if there be such, I need address no word to them.

"To those, however, who really love the Union, may I not speak? Before entering upon so grave a matter as the destruction of our national fabric, with all its benefits, its memories and its hopes, would it not be well to ascertain why we do it? Will you hazard so desperate a step, while any portion of the ills you fly from have no real existence? Will you, while the certains ills you fly to are greater than all the real ones you fly from? Will you risk the commission of so fearful a mistake? All profess to be content in the Union, if all constitutional rights can be maintained. Is it true, then, that any right plainly written in the Constitution has been denied? I think not. Happily, the human mind is so constituted that no party can reach to the audacity of doing this.

"Think, if you can, of a single instance in which a plainly-written provision of the Constitution has ever been denied. If, by the mere force of numbers, a majority should deprive a minority of any clearly-written constitutional right, it might, in a moral point of view, justify revolution. It certainly would if such right were a

vital one. But such is not our case. All the vital rights of minorities and of individuals are so plainly assured to them by affirmations and negations, guarantees and prohibitions in the Constitution, that controversies never arise concerning them. But no organic law can ever be framed with a provision specially applicable to every question which may occur in practical administration. No foresight can anticipate, nor any document of reasonable length contain, express provisions for all possible questions. Shall fugitives from labor be surrendered by national or by State authority? The Constitution does not expressly say. Must Congress protect slavery in the Territories? The Constitution does not expressly say. From questions of this class spring all our constitutional controversies, and we divide upon them into majorities and minorities.

"If the minority will not acquiesce, the majority must, or the government must cease. There is no alternative for continuing the government but acquiescence on the one side or the other. If a minority, in such a case, will secede rather than acquiesce, they make a precedent which, in turn, will ruin and divide them; for a minority of their own will secede from them whenever a majority refuses to be controlled by such a minority. For instance, why not any portion of a new confederacy, a year or two hence, arbitrarily secede again, precisely as

a portion of the present Union now claims to secede from it? All who cherish disunion sentiments are now being educated to the exact temper of doing this. Is there such a perfect identity of interest among the States to compose a new union as to produce harmony only and prevent renewed secession? Plainly, the central idea of secession is the essence of anarchy.

"A majority held in restraint by constitutional check and limitation, and always changing easily with deliberate changes of popular opinion and sentiment, is the only true sovereign of a free people. Whoever rejects it, does, of necessity, fly to anarchy or to despotism. Unanimity is impossible. The rule of a minority, as a permanent arrangement, is wholly inadmissible; so that, rejecting the majority principle, anarchy or despotism in some form is all that is left.

"I do not forget the position assumed by some, that constitutional questions are to be decided by the Supreme Court; nor do I deny that such decisions must be binding, in any case, upon the parties to the suit, as to the object of that suit; while they are also entitled to very high respect and consideration in all parallel cases by all other departments of the Government; and while it is obviously possible that such may be erroneous in any given case, still, the evil effect following it, being limited to that particular case—with the chance that it may be overruled and

never become a precedent for other cases—can better be borne than could the evils of a different practice.

"At the same time, the candid citizen must confess that if the policy of the Government upon the vital questions affecting the whole people is to be irrevocably fixed by the decisions of the Supreme Court, the instant they are made, as in ordinary litigation between parties in personal actions, the people will have ceased to be their own masters, having to that extent practically resigned their government into the hands of that eminent tribunal.

"Nor is there, in this view, any assault upon the court or the judges. It is a duty, from which they may not shrink, to decide cases properly brought before them; and it is no fault of theirs if others seek to turn their decisions to political purposes. One section of our country believes slavery is right and ought to be extended, while the other believes it wrong and ought not to be extended; and this is the only substantial dispute. And the fugitive slave clause of the Constitution and the law for the suppression of the foreign slave trade are each as well enforced, perhaps, as any law can ever be in a community where the moral sense of the people imperfectly supports the law itself. The great body of the people abide by the dry legal obligation in both cases and a few break over in each. This, I think, cannot be perfectly cured; and it would be

worse in both cases, after separation of the sections, than before. The foreign slave trade, now imperfectly suppressed, would be ultimately revived, without restriction, in our section, while fugitive slaves, now only partially surrendered, would not be surrendered at all by the other.

"Physically speaking, we cannot separate. We cannot remove our respective sections from each other, nor build an impassable wall between them. A husband and wife may be divorced and go out of the presence and beyond the reach of each other; but the different parts of our country cannot do this. They cannot but remain face to face; and intercourse, either amicable or hostile, must continue between them. Is it possible, then, to make that intercourse more advantageous or more satisfactory after separation than before? Can aliens make treaties easier than friends can make laws? Can treaties be more faithfully enforced between aliens than laws can among friends? Suppose you go to war, you cannot fight always; and then, after much loss on both sides and no gain on either, you cease fighting, the identical question as to terms of intercourse are again upon you.

"This country, with its inhabitants, belongs to the people who inhabit it. Whenever they shall grow weary of the existing government, they can exercise their constitutional right of amending, or their revolutionary right to dismember or overthrow it.

I cannot be ignorant of the fact that many worthy and patriotic citizens are desirous of having the National Constitution amended. While I make no recommendation of amendment, I fully recognize the full authority of the people over the whole subject, to be exercised in either of the modes prescribed in the instrument itself; and I should, under existing circumstances, favor, rather than oppose, a fair opportunity being afforded the people to act upon it.

"I venture to add, that to me the convention mode seems preferable, in that it allows amendments to originate with the people themselves, instead of only permitting them to take or reject propositions originated by others not especially chosen for the purpose, and which might not be precisely such as they would wish either to accept or refuse. I understand that a proposed amendment to the constitution (which amendment, however, I have not seen) has passed Congress, to the effect that the Federal government shall never interfere with the domestic institutions of States, including that of persons held to service. To avoid misconstruction of what I have said, I depart from my purpose not to speak of particular amendments, so far as to say, that holding such a provision to now be implied constitutional law, I have no objection to its being made express and irrevocable.

"The chief magistrate derives all his authority from the people, and

they have conferred none upon him to fix the terms for the separation of the States. The people themselves, also, can do this if they choose; but the executive, as such, has nothing to do with it. His duty is to administer the present government as it came to his hands, and to transmit it unimpaired by him to his successors. Why should there not be a patient confidence in the ultimate justice of the people? Is there any better or equal hope in the world? In our present differences, is either party without faith in being in the right? If the Almighty Ruler of nations, with his eternal truth and justice be on your side of the North, or on yours of the South, that truth and that justice will surely prevail by the judgment of this great tribunal, the American people. By the frame of the government under which we live, this same people have wisely given their public servants but little power for mischief, and have with equal wisdom provided for the return of that little to their own hands at very short intervals. While the people retain their virtue and vigilance, no administration, by any extreme wickedness or folly, can very seriously injure the government in the short space of four years.

"My countrymen, one and all, think calmly and well upon this whole subject. Nothing valuable can be lost by taking time.

"If there be an object to hurry any of you, in hot haste, to a step which you would never take deliberately,

that object will be frustrated by taking time; but no good object can be frustrated by it.

"Such of you as are now dissatisfied, still have the old constitution unimpaired, and on the sensitive point, the laws of your own framing under it; while the new administration will have no immediate power, if it would, to change either.

"If it were admitted that your are dissatisfied, hold the right side of the dispute, there is still no single reason for precipitate action. Intelligence, patriotism, Christianity, and a firm reliance on Him who has never yet forsaken this favored land, are still competent to adjust, in the best way, all our present difficulties.

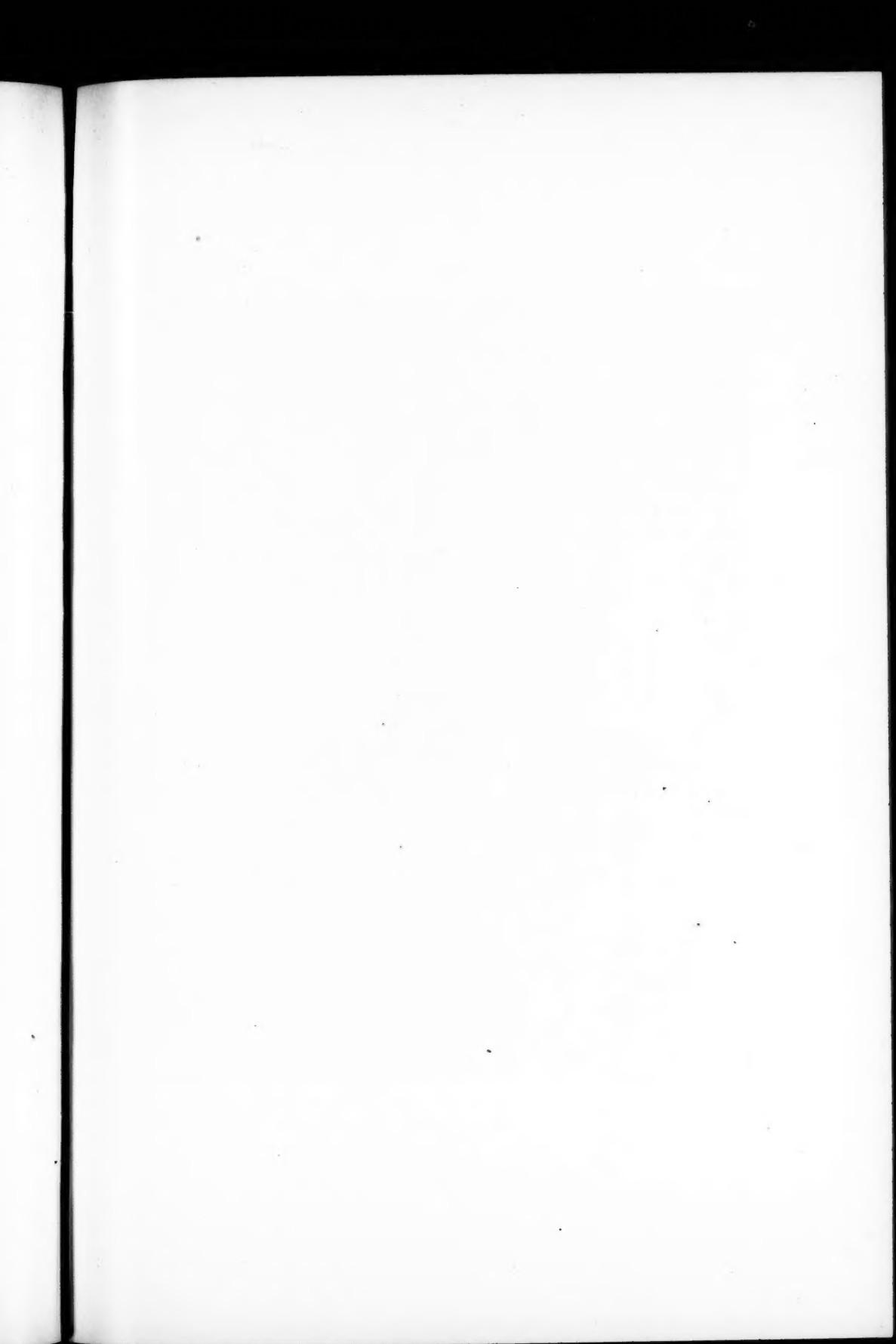
"In good hands, my dissatisfied fellow countrymen, and not in mine, is the momentious issue of civil war. The government will not assail you. You can have no conflict without being yourselves the aggressors. You can have no oath registered in heaven to destroy the government; while I have the most solemn one, 'to preserve, protect, and defend it.' I am loath to close. We are not enemies, but friends. We must not be enemies. Though passion may have strained, it must not break our bonds of affection.

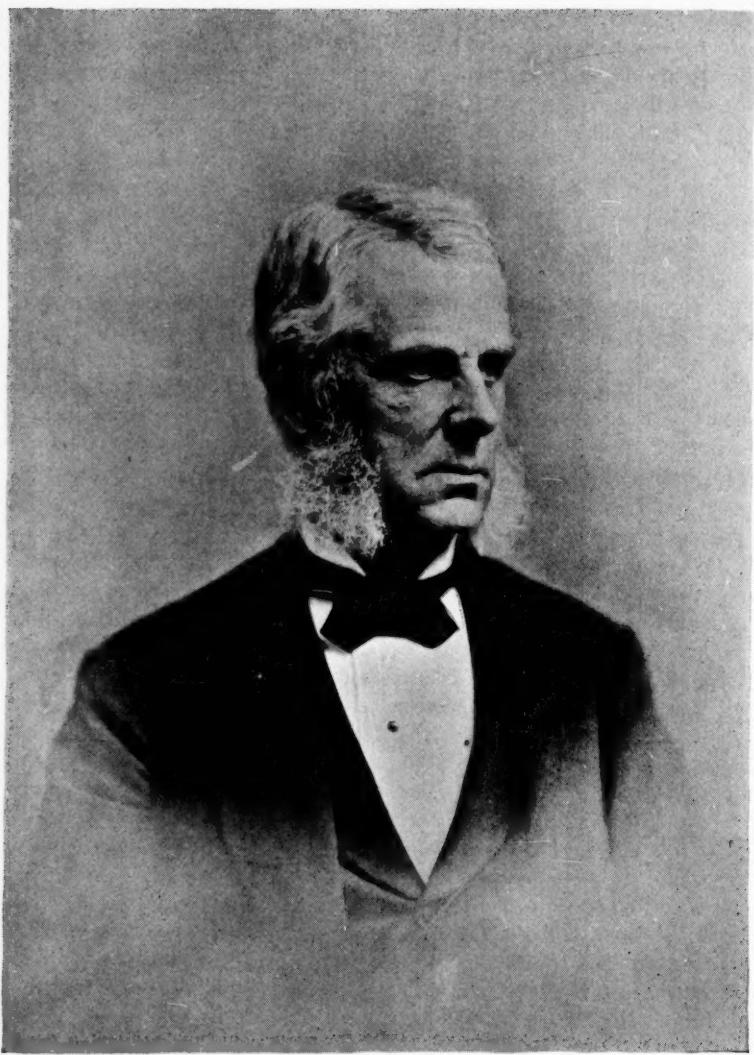
"The mystic chords of memory, stretching from every battle-field and

patriot grave to every living heart and hearthstone all over this broad land, will yet swell the chorus of the Union, when again touched, as surely they will be, by the better angels of our nature."

This inaugural at the time it was delivered, was regarded as an able document; but it is questionable whether its true wisdom and its comprehensive statesmanship were fully appreciated by all who heard it. If we examine it with reference to the condition of public opinion when delivered, or in the light of subsequent events, I think it will be found the ablest inaugural message of any of our Presidents since the government was estalished. It was kind in tone —a quality then much needed, and firm in purpose, in the contemplation of his duties as President of the whole Republic, growing out of the seizure by the Confederate government, of the forts and property owned by the United States.

The closing paragraph of the message was strikingly prophetic. "The mystic chords of memory stretching from every battle-field, and patriot grave to every living heart and hearthstone, all over the broad land," did "swell the chorus of the Union," as he predicted it would, when again touched, "by the better angels of our nature."





F. J. Reynolds

## THE BENCH AND BAR OF NEW YORK.

THE CITY COURT OF BROOKLYN—HON. GEORGE GREENWOOD REYNOLDS, LL.D.

In this series, we have passed beyond the earlier history of the Brooklyn city court, and now have in its continuance to do with those representative members whose individual careers represent more fully its history than any statistical matter, dates or other figures could possibly do.

Judge Reynolds occupies a very conspicuous part in the history of this court, indeed unique in the extent of his occupancy of the position and it becomes a pleasure as well as a duty to chronicle the various steps which led the young lawyer to the high office which he filled with distinction to himself and his constituents.

George G. Reynolds was born in Amenia, a small town in Dutchess county, N. Y., on the seventh day of February, 1821. The father of the subject of our sketch was of an old Rhode Island family; he was George Reynolds, and his ancestry could be traced from its English origin far beyond the time when he began his career as a farmer in Dutchess county. He was an American patriot and volunteered his services to his country during the war of 1812, when he was

stationed in Brooklyn, at Fort Greene. His mother was Abigail, a daughter of Jonathan Penoyer, of Amenia, who was a direct descendant of the sturdy old Hollander, Jacob Powers. Several generations of the Reynolds family were identified with the agricultural growth of the section in which they resided, and his early life was much the same as that of other boys of his age and generation—he was a farmer's boy, purely and simply, doing his part of the necessary work about his rural home. He early developed an inclination for study, which met with the approval and encouragement of his parents, as they were in such comfortable circumstances as enabled him to follow the bent of his inclinations, and after a preparatory course at the Amenia Seminary, he passed a successful examination and was admitted into the sophomore class of Wesleyan University, at Middletown, Conn. He was graduated from that institution in 1841, standing well in his class and receiving the degree of B. A. The following year he read law in Poughkeepsie, but shortly after removed to Brooklyn and continued his studies

there for two years under the able supervision of no less a tutor than the late Judge Dykeman.

His studies completed, he was admitted to practice in 1844, and immediately took an active part in his chosen profession in Brooklyn. About a year subsequent to this he was induced to remove to Ulster county, in this State, and there continued in practice for upwards of six years. He became associated with the late Judge Gilbert Dean, of Poughkeepsie, as a partner in 1851. He remained connected with this gentleman until 1854, during which time the judge was representative in Congress. (In later years he became a judge of the Supreme Court.) After the dissolution of this firm, Mr. Reynolds came back to Brooklyn and became a partner of the then district attorney of Kings county, Richard C. Underhill. His advancement from this time was rapid; very rapid, indeed, and in a comparatively short space of time, he not only secured an extensive practice, but also an acknowledged high position at the bar.

From almost the inception of the Republican party, he was one of its warm adherents, and in recognition of his efforts and services in its behalf, he was tendered the nomination in 1860, of judge of the city court of Brooklyn, and in spite of the fact that the city is undeniably a Democratic one, his majority was over five thousand votes. He was succeeded by Judge Thompson, in 1867, at the ex-

piration of his term of six years, and again took up the private practice of the law, until 1870, after the death of the renowned Granville T. Jenks (then of the firm of Jenks & Ward) Judge Reynolds joined his partner, Frederick A. Ward, esq., and this connection was maintained until the latter part of 1872. Judge Reynolds had, prior to Mr. Jenks' death, frequently met him in court as the advocate of the opposing party, and, although their contests had frequently been marked by those exchanges of remarks usual in legal dissertations between counsel, this did not prevent a genuine and mutual friendship being formed. In 1872, in the campaign led for the liberal Republicans, and Democrats by Horace Greeley, he became an adherent of that movement, and was nominated for re-election, the term having been changed just previously to fourteen years with the reorganization of the court. He was elected by a handsome majority, running many votes ahead of the ticket.

The position filled by the city court is not, as might be inferred from the name, one of simple municipal jurisdiction, for it in fact ranks in importance with the Supreme Court. Both in the special, general, and trial terms, Judge Reynolds gave thorough satisfaction during his entire term of office, to both the members of the bar and the public. His abilities were particularly marked in the celebrated Tilton-Beecher case; in which the

opinions of Judge Neilson and Judge Reynolds, in reference to the motion to compel the plaintiff to furnish the defendant with a bill of particulars, citing the circumstances upon which the plaintiff relied to make out his case, were sustained in the court of final jurisdiction. The circumstances attending this decision, which finally terminated the contest, are too lengthy for the scope of a magazine article, but are to be found at length in the various reports of that famous trial, and are well worthy of attention for the clear and learned views of the legal representative therein expressed.

Many other important decisions were rendered by Judge Reynolds during his long and honorable incumbency of the judicial position, but it must suffice to say that they were invariably distinguished for their strength, sound judgment and legal research and in practice since his retirement from the bench, he has fully sustained his high reputation for ingenious, eloquent and effective advocacy.

Learned in the law, refined, sound and clear in his reasoning, a wise counsellor, and an eminently successful advocate, his services are sought by the highest class of clients in the most difficult and important causes.

He was a candidate of the Republican party in 1859, for justice of the Supreme Court, in the Second Judicial District. This is very strongly Democratic, however, and although

he received a very large vote, he was not elected.

In church and educational work, Judge Reynolds has always taken a prominent part. He is a regular attendant and member of the Summerfield M. E. Church of Brooklyn, and has been president of the board of trustees for about ten years.

"Lay delegation" was introduced in the general conference of the M. E. Church in 1872, and Judge Reynolds was elected to represent the Eastern Conference of New York, being one of the two delegates, and has been re-elected at each election since then. He has been trustee of the Adelphi Academy and director of the Brooklyn Trust Company, the Young Mens' Christian Association, of Brooklyn, and is a member of the board of managers of the American Bible Society. He is a member of the Alumni Association of Wesleyan University, and represents that body in the board of trustees. He received from the university the degree of LL.D. in 1871.

Personally, Judge Reynolds is a dignified, cultivated gentleman, yet withal genial and approachable, and is esteemed by a wide circle of friends, among whom he is recognized as a man of absolute integrity and a representative and valuable citizen.

His wife, to whom he was married in 1846, was Miss Harriet Townsend, of Milton, Ulster county, N. Y., a daughter of Jacob P. Townsend, Esq.

Their only son, Frank, is associated with his father in the practice of the law, and is one of the prominent

younger members of the profession in Brooklyn.

GEORGE WILLIAMS TRAVERS.

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## HISTORY OF THE MEDICAL INSTITUTIONS AND MEDICAL PROFESSION OF CHICAGO.

### XVI.

DR. WILLIAM F. SMITH.

SOME months since, a young Hungarian woman, whose home is at Streator, Ill., was brought by her friends to the office of a Chicago oculist for treatment. In her early childhood—when she was but three months old, in fact—she had become totally blind, as a result of having had the smallpox. A careful examination of the woman's eyes developed the fact that in one only was there even a remnant of visual power, and this was nothing more than the perception of light; this is to say, the ability to distinguish between light and darkness.

The physician, therefore, informed his patient that her case was practically hopeless, but that an operation for the relief of such cases had been devised and attempted by German oculists, with a slight degree of encouragement, and that, as far as known at that time, it had not been successfully performed in America.

Grasping at this single ray of hope

—the only straw floating upon the sea of blindness—the patient and her friends insisted that the oculist should undertake the operation of which he had made mention.

He finally consented, and, the patient being assigned to a bed in the Emergency Hospital, preparations were made for a corneal transplantation from a rabbit's to the human eye.

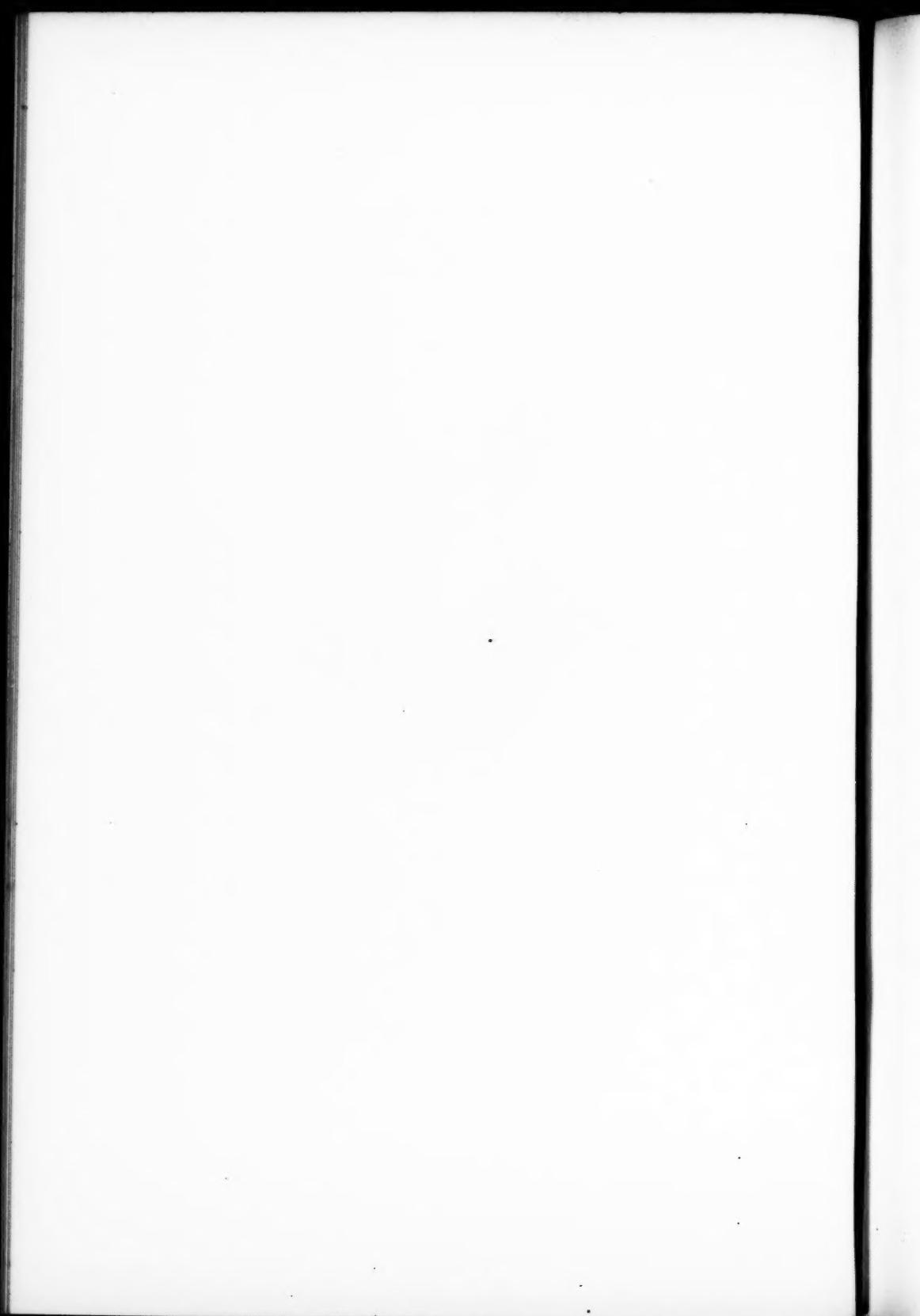
Not being able readily to obtain the instrument invented for this purpose by the eminent German oculist and scientist, Von Hippel, the Chicago oculist had an instrument made after his own design, and with this he cut through and removed a small portion of the cornea of the eye still retaining perception of light. With the same instrument, a corneal button of the same size was taken from the eye of a one-year-old live rabbit and transferred to the eye of the patient.

Three weeks after the performance



Portrait of George Smith

J. F. Smith -



of this operation the young woman returned to her home near Streator; and the testimony of the patient, her friends, and local newspapers is to the effect that the operation is so far successful as to have restored her sight sufficiently to enable her to distinguish between objects with some clearness, and to perform the duties of ordinary house-work regularly.

So far as can be ascertained from any published data, this is the first time the operation of corneal transplantation has been performed in the United States, with even a measure of success. It therefore deserves a place in the history of ophthalmic surgery, and not only awakens an interest in the operation, but in the personality of the operator.

Dr. William F. Smith, who stands accredited with performing this remarkable operation, was born April 1st, 1845, in Hancock county, O. His grandfather, Benjamin Smith, was for many years a cotton manufacturer at Bristol, England; and a more remote ancestor, of the same name, is said to have made the copper model of a steamboat—now in the British Museum—eight or ten years before Robert Fulton successfully applied steam to navigation.

Benjamin Smith came to the United States in 1830, and his son, H. H. Smith, married Elizabeth Claybaugh, a sister of Rev. Dr. Joseph Claybaugh, a somewhat noted theologian of Miami University, at Oxford, O. They located on a farm near Mount Blan-

chard, Hancock county, O., and it was there that their son, William F. Smith, was born. They removed from that place to Kenton, the county seat of Hardin county, O., where they remained some years, and then changed their location to Urbana, one of the rich and prosperous towns of the famed Miami Valley.

The education which W. F. Smith received in the public schools of Kenton and Urbana was supplemented by a three years' course of study in the Urbana Collegiate Institute, where he obtained a knowledge of the Greek and Latin languages and became exceptionally proficient in mathematics.

When he was sixteen years old he began teaching school; but before he had completed his first term he resigned his position as a teacher, to join the Eighty-Second Regiment of Ohio Volunteer Infantry, organized at Kenton for service in the war of the rebellion. The Sixty-Sixth Regiment of Ohio Volunteers, formed in Urbana, had already gone to the front, but, meeting some of his old friends among the members of the Eighty-Second, young Smith became a member of Company K, as the regiment was passing through Urbana on the 25th of January, 1862, and soon found himself in camp with his comrades at Grafton, Va.

Not long after that the regiment participated in its first engagement, the enemy being the famous Confederate "Black-Horse" Cavalry. The regiment was then hurried down

through the Shenandoah Valley as far as Port Republic, after Stonewall Jackson, who, with his forces, eluded the Union generals—at the same time inflicting upon them great loss—and escaped.

The Eighty-Second retired to Martinsburg, Va., where Smith was prostrated by typhoid fever, and, when the regiment moved away from that point, just before the battle of Antietam, he was left in the hospital and was thought to be in a dying condition. The captain of his company left with him papers granting him a leave of absence, thinking it barely possible that he might live to make use of them. At this critical period of his experience as a soldier, he was taken charge of by one of his relatives, who found him in the hospital, and after a time he recovered sufficiently to return to his home in Ohio. A few weeks later, in response to a call, he reported at Columbus for duty, but was discharged on account of disability. He then taught school for a time at Piqua, O., and later became principal of one of the public schools of Urbana. While teaching school he read medicine, and in 1865 went to Cincinnati, where he entered the office of Dr. E. Williams—for many years the most famous oculist in Ohio, if not in the west. Entering Miami Medical College, he graduated from the institution as its valedictorian in 1868, and for some months afterwards was connected with St. Luke's Hospital, of Cincinnati.

Among the members of his college class was Dr. Fred Anderson, who, as well as his parents, was a warm personal friend of Dr. Smith. In a manner as delicate as it was kind, Mrs. Anderson, the mother of Dr. Anderson, persuaded Dr. Smith to accept, in the name of her son, a letter of credit large enough to defray all the expenses of an extended course of study in Europe. The letter of credit was accepted as a loan, and was gratefully repaid in due course of time.

In the summer of 1868 he went to Europe and began a two years' course of study and research under the most favorable auspices. Going first to Paris, he became a close attendant at the clinical lectures of the celebrated Dr. de Wecker. In an incredibly short time he familiarized himself with the French language, and, with great profit to himself, filled the position of *chef de clinique* for Prof. de Wecker.

After spending a year in Paris he went to Heidelberg, where he pursued his studies another year, under the tutelage of Drs. Helmholtz and Becker, mastering the German language, so as to be able to read, speak and write it with ease. He was here elected a member of the Ophthalmic Society of Heidelberg, and was brought into contact with the most renowned oculists of Germany, profiting largely by the association.

In 1870 he returned to the United States, and began the practice of his

profession in San Francisco, devoting himself exclusively to his chosen specialty. He became one of the founders of the *Western Lancet*—later a widely-known medical journal of the Pacific coast; founded the chair of ophthalmology in the medical school now known as Cooper Medical College; was professor of ophthalmology in the Toland Medical College—now a department of the University of California—and in a comparatively short space of time became the most noted oculist of the Pacific coast region.

In 1884 he decided to leave San Francisco, and, after spending a few months in the city of Mexico, he came to Chicago, where he has since been located.

In 1885, his attention having been attracted to interesting investigations made in Europe as to the effects of school life upon the eyes of pupils, and reports, based on examinations of 150,000 school children—which set forth that near-sightedness was largely superinduced by methods of study in vogue on the other side of the Atlantic—he reached the conclusion that it would be of scientific interest and profit to ascertain whether or not a similar condition of affairs existed in this country. He therefore presented to the Chicago School

Board a memorial asking to be allowed to make the desired examination of pupils of Chicago schools. Permission was granted. Twenty-five hundred pupils were carefully examined, and Dr. Smith made an exceedingly interesting and valuable report of the results. It was published in the annual report of the city school board for 1885, and showed that, whether chargeable to the methods of study or not, the percentage of near-sighted children increased with the years of their attendance at school.

In his private practice and as a member of the medical staff of Cook County Hospital, he has within the past six years performed many operations scarcely less important than the one of which mention is made at the beginning of this sketch, although of a character attracting, very naturally, less attention. Although he has devoted himself with reasonable assiduity to his professional pursuits and the study of medical science, Dr. Smith pays some attention to literature; and some years since he completed a translation of Gœthe's "Faust" which is pronounced by competent judges one of the best in the English language.

HOWARD LOUIS CONARD.

## VERSIONS OF THE BIBLE.\*

HISTORICAL ACCOUNT OF THE MORE IMPORTANT VERSIONS AND EDITIONS.

## XVIII.

1576.

An edition of the New Testament was printed in Dutch at Antwerp by Wouters, and an edition of the Bible was published at Wittenberg by Hans Kraft.

The New Testament was translated from the Greek by Theodore Beza and printed by Christopher Barker. It contained a short exposition in English by L. Tomson. This is the first edition of Tomson's revision of the Genevan Bible.

1577.

An edition of the Bible in Bohemian was printed at Prague by an unknown printer, and the New Testament passed through the press of Plantin at Antwerp. The latter was profusely illustrated by Borcht and printed in German. A copy is in the public library at Ypres.

1578.

An edition of the Genevan Bible was printed in English by Christopher Barker. This is the only edition in which the Psalter was given side by side in two versions. One of these

versions was the regular Genevan text, and the other was the text of the Great Bible, as used in the English church liturgy. It was evidently an attempt, made in the Puritan interest, to lead to a sanction by use of the Genevan version. The edition was suppressed.

An edition of the Bible, translated from the Latin into French, was published at Antwerp by Plantin. In the year 1546, Charles V. had forbidden all translation into French of the Bible; and such work, therefore, during his reign, was usually performed in the Pays-Bas.

An edition of the Bible was printed at Lyons in Latin by Gryphius. It contained many fine illustrations, some of which have the monogram of Hans Franck.

An edition of the Bishops' Bible made its appearance again in this year; and an edition of the Bible was printed in Venice by Bevilacqua's successors.

An edition of the Bible was printed in English at London by Parker.

1579.

An edition of the Bible was pub-

\* Copyrighted, 1889, by Charles W. Darling.

lished in Latin at Frankfort by Trumellius, a Protestant divine, born of Jewish parents at Ferrara, in 1510. He was converted by Peter Martyr, and, after visiting England and Holland, he settled at Heidelberg, where he was appointed Hebrew professor. He was afterwards made professor of Hebrew at Sedan, where he died in 1580. This translation of the Bible has been much esteemed by Matthew Poole and others. It was afterwards corrected by Junius, and on account of its close adherence to the Hebrew, the Old Testament of this version has been frequently reprinted. Junius, or Du Jon, was a professor of divinity at Leyden, and studied at Geneva, where he taught a school for his support, but at the age of twenty he was made minister of the Walloon church at Antwerp. The violent contest between the Papists and Protestants, however, proved to him disagreeable; so he left Antwerp and became chaplain to the Prince of Orange. Afterwards he read public lectures at Wenzstadt and Heidelberg, and then visited France, where he was kindly received by Henry IV. He died at Leyden in 1602. His publications were sixty-four in number, the best known of which is his version in Latin of the Hebrew Bible.

An edition of the Bible was printed in English and Scotch at Edinborough by Alexander Arbuthnot. On the title-page, above the imprint, is a wood-cut representing the arms of Scotland, and on the second leaf is

inscribed: "To the Richt Excellent heich michtie Prince James the Sixt. King o' Scottis." On the eighth leaf is an exhortation signed by T. Grashop. This is the first edition of the Bible printed in Scotland, and in the press-work valuable assistance was rendered by Bassandyne. It is the Genevan version, in Roman type, with double columns and marginal notes. There are the usual wood-cuts in Exodus to be found in most of the early Genevan versions, and at the end of Ezekiel is a plan of Solomon's Temple.

Brucioli's version of the Bible in Italian during this year passed through eleven editions. Anthony Brucioli, a native of Florence, was banished from his country for opposing the house of Medicis. When restored by a revolution to his native city, he drew upon himself much odium by advocating the opinions of Luther. He therefore retired to Venice where he published in 1532 his translation of the Bible, in Italian which has a prolix commentary and was called by the monks heretical.

An edition of the Bible was printed in English at London, by Christopher Barker.

1580.

An edition of Beza's Polyglot New Testament was printed by Steven Theodore Beza, born at Vezelin, in Burgundy, was a zealous Protestant, and was educated at Orleans under the care of Melchoir Wolmar. In 1549 he was elected to the Greek pro-

fessorship of Lansawne, where for ten years he was recognized as an accomplished scholar. In 1559 he settled as a Protestant minister at Geneva, where he became the friend and associate of Calvin. He was delegated by the University of Geneva to the conference of Poissy, and his abilities and moderation commanded universal respect. He attached himself to the Duke of Conde during the civil wars of France, and was afterwards engaged as a zealous advocate in the Synods at Rochelle, Berne, and Montteeliard. His intense studies and labors which his whole life was absorbed, early shattered his constitution, and after eight years of declining health, he expired October 13, 1605.

An edition of the New Testament and Psalms in Sclavonic, issued from the Moscow press. Constantine, Duke of Ostrog, formed the novel design of publishing an edition of the entire Scriptures at his own expense, as the most effectual means of silencing the controversies then in agitation between the Greek and Roman churches. In order to secure the accuracy of the text the duke made an extensive collection of Sclavonic MSS. He also caused the Sclavonic text to be collected with that of versions in other languages, but so many discrepancies were brought to light by this collection, that he abandoned his design. Stimulated by these difficulties, he secured the aid of learned men from Italy, Greece, and Constantinople,

and together they produced this edition.

An edition of the Bible was published in Latin at Antwerp, by Plantin, a copy of which is in the possession of Mr. S. B. Pratt.

Trumillius and Junius published another edition of the Bible in Latin. The typographical work was done at London, by Middleton.

An edition of the Bible was printed in Greek and Latin at Geneva, by Stevens, and one in the same language, and at the same place, by Estienne.

An edition of the Bible was printed in English at London, by Barker. The New Haven Colony Historical Society reports a copy in its library which contains a concordance, and Sternhold & Hopkin's version of the Psalms. The title page reads thus: "Printed by John Days, dwelling over Aldersgate." This book belonged to Jacob Hurd, in 1716, and was purchased by Samuel Blodget at auction in 1776.

#### 1581.

An edition of the Bible was printed in Latin at Lyons, by Ruiilius. A Bible was printed in the language of the Muscovites. It was translated from the Greek by St. Cyril, the apostle of the Sclavonians. This old version being obscure, Ernest Gluck, who had been carried a prisoner to Moscow after the taking of Narva, undertook a new translation. This work was interrupted by his death in 1705, and the Czar, Peter

appointed several divines to finish the translation.

In this edition of the Slavonic Bible which left the Ostrog press, the editors did not merely adopt the text of the Moscow edition, but consulted the Greek MSS. which had been brought for the purpose from Greece. The Slavonic version Dobrovsky pronounces to be very literally translated from the Greek, the Greek construction being frequently retained where it is contrary to the genius of the Slavonian, and it resembles in general the most ancient MSS. In the Gospels it agrees with the Codex Stephani more frequently than with any other Greek MSS. In Catholic Epistles it agrees in general with the Codex Alexandrians. In the Acts and in the Epistles of St. Paul, it agrees with the most ancient MSS. The controverted passage, 1 John v, vii., is not found in any MSS. of the Slavonic version, and was therefore omitted in the Ostrog edition. In all modern editions, however, it is admitted into the text.

1582.

An edition of the Douay, or Douai, New Testament was published at Basle. The first edition of the English Roman Catholic New Testament, called the Rheims and Douay version, was printed at Rheims by John Fogrey. It was faithfully translated into English out of the authentical Latin, according to the best corrected copies of the same, and diligently compared with the Greek and other

editions in divers languages. The notes, by Rev. G. Leo Haydock, are very curious and valuable, as showing the temper of theological disputants in the latter part of the sixteenth century. Charity toward those who differed was a doctrine not inculcated. The translators had been connected with the University of Oxford, but, on the accession of Queen Elizabeth to the throne, they fled to the continent, and found refuge in the English Roman Catholic College at Rheims. The principal translator was Gregory Martin, a Fellow of St. John's College, Oxford. His translation rendered into English excited great opposition, and many copies were confiscated. Thomas Cartwright was solicited by Secretary Walsingham to refute it, but Archbishop Whitgift prohibited Cartwright from proceeding, as he was a Puritan, and the archbishop appointed Dr. Fulke in his place. On the other hand, the Council of Trent, in 1546, declared the Vulgate to be the true text of Holy Scripture, and pronounced its anathema on an edition of the Bible which did not conform with this requirement. This edition, made in the interest of Rome, was printed for the perusal of English-speaking Roman Catholics, and to counteract the influence of other English versions. For translating from the Vulgate instead of from the original, the reason is given that Augustine commended the Vulgate, and it was declared to be better than either the Latin or Greek

texts. The council of Trent maintained that the New Testament had suffered much at the hands of the first heretics; and in the Old Testament the Latin was used in preference to the Hebrew, because the original text had been greatly corrupted by the Jews. There has been no standard and specially authorized edition of the Douay Bible; and great liberties have been taken with the first English text. Cardinal Wiseman is reported as saying: "To call the Roman Catholic version in use, the version of Rheims and Douay is an abuse of terms." The fact cannot be disputed that the Rheimish Testament and Douay Bible added very much to our vocabulary; for the translators boldly transplanted many words for which they could find no adequate translation from the Latin into English, and thereby enriched our language. The real character and object of this version can only be ascertained from the preface and notes, as the text does not contain many real departures from the Vulgate, although a studied obscurity involves the entire edition. A great number of Greek words are left untranslated, and the notes were so objectionable that now they are usually omitted in reprints. The text has been frequently revised and printed for distribution among Roman Catholics, and from time to time it has been rendered more conformable to our own authorized text. In some editions which had been previously printed,

and which were said to be faithful translations of the Hebrew and Greek Scriptures, severe attacks had been made upon the faith of the Roman Catholic church. This doubtless accounts for the origin and character of the marginal glosses which appear in this version.

An edition of the Bible was printed in English at London by Barker, and a Bible in Latin passed through the press of Plantin at Antwerp.

An edition of the Bible was printed in French at Lyons by Honore, and a translation of the New Testament in French was made by the theologians of Louvain, which was subsequently revised by the clergymen of Paris. It was printed at Lyons by Pillehotte.

1583.

An edition of the New Testament was printed in Latin at Lyons by Gryphius, and another in English at London by Barker.

An edition of the Bible was printed in Latin at Venice by Bevilacqua, and one in Greek at Antwerp by Montanus. Benedict Arias Montanus was born in 1528 at Frixenal de la Sierra, near Badajos, Spain. After acquiring a perfect knowledge of ancient and eastern languages, he traveled through France, Germany and England and the low countries, to learn the living tongues; and on his return to Spain he was employed by Philip II. in the publication of a Bible which has already been mentioned, and was printed in 1571. The work was attacked by various, but the Spanish

king was sensible of the merits of the author, and offered him a bishopric, which he refused, preferring the peace of solitude and retirement to ecclesiastical dignities. His writings were numerous, and among them were some critical tracts and commentaries

on the Scriptures.

An edition of the Bible was printed in Latin at Antwerp by Plantin; and in this edition the theologians of Louvain again rendered valuable assistance with the translation.

CHARLES W. DARLING.

(*To be Continued.*)

#### THE BENCH AND BAR OF CHICAGO.

PENOYER L. SHERMAN.

#### IX.

In 1855, Penoyer L. Sherman was admitted to the bar of Illinois, and he has since that date been contiuously engaged in the practice of law in Chicago. Born at Pompey, in Onandaga county, N. Y., in 1831, he belongs to that branch of the Sherman family which is descended from the Puritan sea captain, John Sherman, the grandfather or possibly the great-grandfather of Roger Sherman, who served in the Continental Congress, signed the Declaration of Independence, and was chiefly instrumental in securing the ratification of the national constitution of Connecticut.

P. L. Sherman enjoyed exceptional educational advantages as a boy, and entered Hamilton College at the age of sixteen, after having completed his preparatory studies at the academies of Pompey Hill and Homer. He graduated from Hamilton College in

1851, and soon afterward began the study of law in the office of Hon. Daniel Gott, for many years one of the most distinguished lawyers in the State of New York. After studying two years under the preceptorship of this gifted instructor, Mr. Sherman decided to locate in a western city, and with that object in view came to Chicago in 1853. In the law office of Collins & Williams, noted old time lawyers of Chicago, he continued his reading until 1855, when he was admitted to the bar as already stated, and began practice on his own account.

Turning his attention to the civil practice entirely, he soon became recognized as one of the most careful and conscientious members of the Chicago bar, and in his thirty-five years of practice these have been his distinguishing characteristics. Every

case with which he becomes connected, is prepared with the greatest care, and every statement made to court or jury is so carefully weighed, that its accuracy is seldom questioned. A scholarly and accomplished man when he began his professional career, he has been all his life a close student and a most industrious worker. As a natural sequence he has become a lawyer of broad general information, and ripe judgment, especially noted as a safe counsellor and judicious adviser.

As a master commissioner of one

of the Cook county courts, a vast amount of important litigation is referred to him from time to time to be inquired into and reported on to the courts, and in this semi-judicial capacity his legal acumen and knowledge of the law have been clearly manifested.

Devoted above all else to his profession, he has given to it his whole time and attention, building up a large practice and reaping the legitimate reward of intelligence and well-directed efforts.

## OLD VIRGINIA.

### FORM OF OPENING COURTS IN THE OLDE TIME.

#### V.

In order, however, that all doubt and uncertainty might be removed, which arose from the confusion incident to the short and troubled reign of Cromwell, it was resolved by the general assembly, (the legislature had now become the general assembly,) sitting at James City, March 23, 1661-2, *Anno Regini Rs Carol Scdi, 14,* to revise all of the laws of the Plantation. Accordingly a bill was introduced to that effect, which not only revised all the laws, but expressly and distinctly recognized the common law of England, the right of trial by

jury—the indictment of offenders by a grand jury—and “the course and proceedings of the common law, as the same were embodied in the laws of England and expounded in the high courts of Westminster.” The preamble of the act above referred to is as follows: “Whereas, the late unhappy distractions caused frequent changes in the government of this country, and these produced soe many alterations in the lawes that the people knew not well what to obey, nor the judge what to punish, by which means injustice was hardly to be

avoyed, and the just freedome of the people by the uncertainty and licentiousness of the laws hardly to be preserved. This assembly taking the same into their serious consideration and gravely weighing the obligations they are under to discharge to God, the king, and the country, have by settling the laws diligently endeavored to prevent the like inconveniences by causing the whole body of the laws to be reviewed, all unnecessary acts and chiefly such as might keep in memory our *enforced* deviation from his majestie's obedience, to be repealed and expunged, and those that are in force to be brought into one volume; and lest any prejudice might arise by the ignorance of the times from whence these acts were in force, they have added the dates of every act to the end that courts might rightly administer justice and give sentences according to law for anything happening at any time since any law was in force; and have also endeavored in all things (as neere as the capacity and constitution of this country would admitt) to adhere to those excellent and often refined laws of England, to which we profess and acknowledge all due *obedience and reverence*, etc., etc.

Then follows a series of acts commencing with the church and providing for the establishment of one in every parish, "for the advancement of God's glory and the more decent celebration of his divine ordinances" throughout the Plantation, including

regulations for the appointment of a vestry, the selection of "Glebes," the induction of ministers to provide readers, recognition of the Liturgy Church catechism, observance of Sunday, marriages, bonds, etc.; providing for a "colledge," and finally providing for the organization and proceedings in courts, the style of the court, the forms and ceremonies to be observed and the documents to be observed, and many other things which furnishes a glimpse of primeval life and simplicity, that carries the mind back to the formative period of civil government in this country.

THE form of opening the court and the preliminary proceedings prescribed were as follows: First, silence was to be commanded, then let the cryer or under sheriff make proclamation and say, "O yes, O yes, O yes, silence is commanded in the court while his majestie's governour and councell are sitting, upon paine of imprisonment."

After silence is commanded, let the cryer make proclamation, saying, "All manner of persons that have anything to doe at this court draw neer and give your attendance, and if any one have any plaint to enter or suite to prosecute lett them come forth and they shall be heard."

When silence is thus commanded and proclamation upon calling the dockett, the cryer shall call for the plaintiff:

"A B 'come forth and prosecute the action against C D, or else thou will be non-suit." And the plaintiff

putting in his declaration, the cryer shall call for the defendant. Then the defendant shall be called:

"C D come forth and thee and thy bayles, or else thou wilt forfeit thy recognizances."

At that time the most common process, we believe, was that of the *capias ad respondendum*, and appearance and special bail were required in almost every case at law. 2 Hening's Stats. at Large, p. 59.

THE WHOLE COLONY OF VIRGINIA  
FARMED OUT TO LORDS CULPEPER  
AND ARLINGTON.

In 1673, Charles II. granted to Lords Arlington and Culpeper, two favorites of the crown, the whole colony of Virginia for thirty-one years. This grant is dated February, 1673, and is one of the most reckless, extravagant, outrageous and improvident acts ever any king of England was guilty of. It virtually turned over the management of the entire Plantation to their control, demising unto them all rents, quit-rents, fines, forfeitures and escheats, and constituting them general bosses.

This raised a general storm of indignation and led to endless bickerings, criminations and recriminations, protests and remonstrances, which after a delay of several years resulted in the grant of a new charter, dated 10th of October, 1676.

Among the records in the State Paper office in England is a record of the proceedings which took place "at the court at Whitehall, November 19,

1675," when "the lords of the committee for forrain plantations" made "a report touching a grant to be part unto his majestie's subjects of Virginia," at which there was "Present, the Kings's Most Excellent Majestie; his High Prince Rupert, Earl of Essex; Lord Keeper, Earl of Craven; Lord Treasurer, Earl of Carberry; Lord Privy Seal, Viscount Fauconberg; Duke of Albemarle, Viscount Halifax; Duke of Monmouth, Viscount Newport; Earl of Bridgewater, Mr. Sec. Coventry; Earl of Northampton, Mr. Sec. Winson; Earl of Petersborough, Mr. Chancellor of the Duchy."

THE FRONTIER COUNTRY OF KENTUCKY.

Commencing with the year 1756, the general assembly seemed to be engaged in providing means to carry on the war against the French and Indians—to protect the frontier—to raising and arming troops, militiamen, minutemen, mounted men, rangers and scouts, and to keeping in check the Papists, Dissenters, Quakers, Baptists, Presbyterians and all the ungodly.

In 1752, Augusta was the most distant frontier of the State of Virginia, and in February of that year, it being the 25th of George II., a statute was passed, entitled "An Act for encouraging persons to settle on the waters of the Mississippi," as follows: Whereas, it will be a means of cultivating a good correspondence with the neighboring Indians, if a proper

encouragement be given to persons to settle on the waters of the Mississippi River, in the county of Augusta, and whereas, a considerable number of persons, as well of his majesty's natural born subjects as foreign Protestants, are willing to impart themselves with their families and effects and to settle upon the lands near said waters, in cases they can have such encouragement for so doing, and whereas, the settling that part of the country will add to the strength and security of the colony in general, and be a means of augmenting his majesty's reverence of quit-rents. Be it therefore enacted by the lieutenant-governor, council and burgesses of this present general assembly and it is hereby enacted by the authority of the same: That all and every person and persons being Protestants, who shall hereafter settle and reside on any lands, situate to the westward of the ridge of mountains that divides the rivers Roanoke, James and Potomack from the Mississippi, the county of Augusta, shall be and is and are exempted and discharged from the payment of all public, county and parish levies, for the term of ten years next following, any law, usage or custom to the contrary thereof, in any wise, notwithstanding. 6 Hening's, p. 258.

The restless and adventurous spirit of the explorer had already taken possession of the people, and they longed to see what was beyond and they especially desired to drive out

the French and subdue the Indians; consequently we find scattered throughout the records and proceedings of the general assembly, commencing with 1752, a series of acts intended for the protection of the inhabitants of the western frontier and for the encouragement of emigration to the country lying beyond the Alleghanies and near the unknown Mississippi. An Indian war ensued and it was during this war that Col. George Washington, afterward known throughout the world as Gen. George Washington, first distinguished himself. The assembly, in 1755, reciting that the officers and private soldiers of the forces levied "in this colony had, in the late engagement on the Monongahela, behaved gallantly and sustained great loss," voted the sum of three hundred pounds to Col. Washington, other sums to different officers by name, and five pounds to each serving soldier. 6 Hening's Stats. pp. 527, 528; see also 7 Hening, pp. 282, 331.

In November, 1769, 10th George III., the county of Augusta was divided into two counties by a line beginning at the Blue Ridge running north fifty-five degrees west to the confluence of May's creek or the South river, with the north branch of James river, thence up the same to the mouth of Cross creek, thence up the said creek to the mountain, thence north 55 degrees west, as far as the courts of the two counties shall extend it, and all that part of the said

county and parish which lies on the south side of said line shall be one distinct county and parish and called and known as Botetourt, and all the other part thereof which is on the north side of the said line shall be one county and retain the name of Augusta. 8 Hening's Stats., p. 396.

By 4th section of this act it was provided that the court of the county of Augusta "shall have jurisdiction of all actions and suits both at law and equity which shall be depending before them at the time of the said division, and shall and may try and determine all such actions and suits, and issue process and award execution against the body or estate of the defendants in any such action or suit in the same manner as if the act had never been made, etc. 8 Henning, p. 396.

In October, 1779, 3d of the Commonwealth, a statute was passed entitled "An Act for working and opening a road over the Cumberland Mountains into the county of Kentucky." In the preamble of which, it is recited that, "Whereas, great numbers of people are settling upon the waters of the Ohio river to the westward of the Cumberland mountains, in the county of Kentucky and great advantages will redound to the commonwealth, from a free and easy communication and intercourse between the inhabitants in the eastern and western parts thereof, enabling them to afford mutual aid and support to each other, and cementing in

one common interest all the citizens of the state to which a good waggon road through the great mountains into the settlements in the said county will greatly contribute; but such road necessarily passing, for a considerable distance, through a tract of rough and uninhabitable country, can neither be made in the usual way by the adjacent inhabitants, nor can the practicability or charge be properly judged of, until the country hath been explored and such road been paced out. Be it enacted by the general assembly, that Evan Shelby and Richard Callaway be appointed for that purpose and they are hereby empowered and authorized to explore the country adjacent to, and on both sides the Cumberland Mountains and to trace out and mark the most convenient road from the settlements on the east side of the said mountains over the same into the open country, in the said county of Kentucky; and to cause such road with all convenient despatch to be opened and cleared in such manner as to give passage to travellers with pack horses for the present, and report their proceedings therein, to the next general assembly, together with a computation of the distance and the best estimate they can make of the practicability and charge of completing the same and making a good road, etc. 10 Hening's Stats. 143; 13 Hening's Stats. 184; 13 Hening's Stats. 544.

In October, 1785, 10th of the commonwealth, an act was passed en-

titled, "An Act concerning the erection of the district of Kentucky into an independent State." 12 Hening's Stats. at Large, p. 37.

In October, 1786, 11th of the commonwealth, another act was passed entitled, "An Act making further provision for the erection of the district of Kentucky into an independent state." 12 Hening, p. 240; see also, p. 788, 789; 13 Hening, p. 17.

In May, 1780, 4th of the Commonwealth, the county of Kentucky was divided into three new counties formed by a statute entitled "An act for establishing three new counties upon the western waters," and these new counties were named respectively Jefferson, Fayette and Lincoln. The boundaries were defined as follows: "All that part of the south side of Kentucky river which lies west and north of a line beginning at the mouth of Benson's big creek, and

running up the same and its main fork to the head; thence south to the nearest waters of Hammond's creek, and down the same to its junction with the town fork of Salt river; thence south to Green river, and down the same to its junction with the Ohio, shall be one distinct county, to be called and known by the name of Jefferson.

"And all that part of the said county of Kentucky which lieth north of the line, beginning at the mouth of Kentucky river and up the same and its middle fork to the head; and thence southeast to Washington line, shall be one other distinct county and called and known by the name of Fayette. And all the residue of said county of Kentucky shall be one distinct county and called and known by the name of Lincoln."

ELLIOTT ANTHONY.

## CHICAGO PRIOR TO 1840.

A STORMY FINANCIAL SKY.

## VII.

CHICAGO was born into the world, as a city, under a dark financial cloud. It hung not only over the babe, but over the parent State, threatening widespread havoc. Naturally, the fact had flown abroad that Chicago and Illinois, from their geographical positions and their muscular men, were destined to be the richest of the western empires and the metropolis of the far west. So that, although land values were inflated beyond all reason, the busiest and most vigorous brains of the country persisted in hatching out greater enterprises of internal improvement than any eastern resident could dream of. A general insanity seems to have possessed every community in Illinois to test the inflation, by adding a little more swell to it, and see how much strain the balloon would bear without completely collapsing. These enthusiasts of the early "thirties," likewise, were so puffed up with confidence in the future of their city and State that, to the blind, they appeared insane. In fact, we must reverse the aphorism—*their foresight was better than their hindsight.* The trouble with them was that they saw too far ahead, and

commenced to cut out the trousers of a full-grown man before the city had graduated from short clothes or the State from knickerbockers.

The internal improvement act, passed by the legislature of 1836-37, was a cutting of this measure, providing, as it did, for an expenditure of over \$10,000,000. This sum, of course, was in addition to the expenditures upon the Illinois & Michigan Canal. The Illinois, Rock, Kaskaskia and Little Wabash rivers were to be improved. Railroads were to run, at once, from Cairo to Galena, crossing the Illinois river at the termination of the Illinois & Michigan Canal; from Alton to the Indiana State line, being the southern cross line of the central road; and from Quincy to the eastern boundary of Illinois, at Danville, being the northern cross. An appropriation of \$200,000 was made to those counties not provided with promised canals or railroads, which was to be applied to the building of roads, bridges and other public works.

The faith of the State was pledged to carry out all these enterprises, but the bulk of its credit was based upon

this very inflation, which the internal improvement act made more tremendous. The State Bank of Illinois, with its branches, was so much a part of the commonwealth and its schemes, that, to the mass of citizens, the difference between the State bonds and the State bank bonds was one only in name, not in substance. All was based on hope and faith. Then the wild-cat currency which rushed out from Michigan, Indiana and native banks—that, also, was based upon the confidence of the north-west in the future. Confidence is a good thing, and prophets have their uses. But sublime prophets may cause a community to make too heavy a draft upon the future.

Another point, also. In Michigan, in Indiana, in Illinois, there were actual maniacs and designing real estate men who staked out towns in swamps, and, seeing in them great cities—either honestly or designedly—made them thus appear upon thousands of maps, which circulated with the wild-cat bills. Even Chicago citizens who had a basis of common sense to all their financial vagaries—who were some years ahead of the times—even Chicagoans dabbled in outside ventures, buying tracts of Michigan lands, mortgaging them and bringing back to their community swollen bunches of wild-cat bills (resting, often, upon the fictitious values of these paper cities), which were designed to tide them over to those days when the country should

grow to its canals and railroads and municipal organizations. Both merchants and farmers left their legitimate occupations to swim in the speculative current, and finally the booming of land values threatened to even overtake the manufacture of bank bills. This was a disgrace which business men determined should be wiped out by prompt action. Canal scrip was money; the bank bill was money; and the private individual decided it was necessary, in order to keep the ball rolling until the future should realize the wildest dream, that he must take his turn at making money.

"Nearly every man in Chicago doing business was issuing his individual scrip," says an observer of those times, "and the city abounded with little tickets, such as 'Good at our store for ten cents,' 'Good for a loaf of bread,' 'Good for a shave,' 'Good for a drink,' etc., etc. When you went out to trade, the trader would look over your tickets and select such as he could use to the best advantage. The times, for a while, seemed very prosperous. We had a currency that was interchangeable; and for a time we suffered no inconvenience from it, except when we wanted some specie to pay for our postage. In those days it took twenty-five cents to send a letter east. But after a while it was found out that men were over-issuing. The barber had outstanding too many shaves; the baker too many loaves of bread; the saloon-keeper too many

drinks. Want of confidence became general; each man became afraid to take the tickets of another. Some declined to redeem their tickets in any way, and some absconded."

The most acute observer and financier in the world cannot go into the smallest community and say, "This man first lost confidence in the existing state of affairs and brought hard times upon his neighbors and the country." Of a sudden the ripple has been made, and the circle of distrust has spread beyond recall. Whether men first demanded their actual shaves, their actual loaves of bread and their actual driks, or uneasy capitalists their interest in specie upon notes long overdue—perchance the very face of the notes—or impatient speculators begun first to suspect that canals, railroads and other improvements could not be carried along much longer on confidence, and that too many prying eyes had already pierced the delusive glories of the paper towns, which were all to rival Chicago; whether it was one class of men or another, or one man or some other man, who first boldly stepped forward and demanded from his debtor an accounting in the substantial things of life, certain it is that 1837 was ushered in with forebodings, and when the twelve months were over, even Chicagoans recorded them as "the year of protested notes."

And yet, be it ever remembered that Chicago never was, and never will be, a paper town. Even foreigners travel-

ing through the west—matter-of-fact Philadelphians, disposed to laugh outright at the expectations of many people of the west—when they reached Chicago usually were forced to testify, "Well, now, here is a set of people who seem crazier than any other, but they are the sanest of the lot." I speak of Philadelphia, because *Peck's Gazetteer* and other publications to which emigrants mostly resorted for reliable information regarding the west, issued from that staid old city—staid even in 1837; a correspondent of the *Pennsylvania Inquirer*, in January of that year, during his tour through the west, reaches Chicago, which is not yet a city, and exclaims: "Chicago is, without doubt, the greatest wonder of this wonderful country. Four years ago the savage Indian there built his little wigwam; the noble stag there saw, undismayed, his own image, etc. Four years have rolled by, and how changed that scene! The gallant stag, etc.; the adventurous settler is now surrounded by luxury, etc.; a city, etc.; its spires glitter in the morning sun; its wharves and streets, etc.; the wand of the magician, Aladdin's lamp, etc. But the growth of the town, extraordinary as it is, bears no comparison with that of its commerce. In 1833 there were but four arrivals, or about 700 tons; in 1836 there were 456 arrivals, or about 60,000 tons. Point me, if you can, to any place in this land whose trade has been increased in the like proportion. What has produced this

great prosperity? I answer—its great natural advantages and the untiring enterprise of its citizens. Its situation is unsurpassed by any in our land."

If that Philadelphian is still alive—and he may be, for he was young in 1837—what an artillery of adjectives might he bring to bear upon the city which, within about half a century, has lifted herself from the position of a straggling, struggling, nearly bankrupt town of 4,000 people, through a hurricane of fire, which well-nigh swept her from the earth, to a plane above that of the Pennsylvania metropolis, which, when Chicago was born into the municipal domain, was over 200,000 inhabitants in the lead! Although Chicago city was born into the world under a dark financial cloud, and faith in all kinds of values then raging was sadly shaken, neither foreigners nor natives believed that she could collapse.

The reader, perhaps, remembers how the various departments—public works, health, fire, police, etc.—had been incubating in the heat of the

town system, and were almost prepared to be hatched into municipal creatures. The citizens discussed the hard times seriously enough, but kept right on planning for a city organization. The charter, as proposed by the Town Board and representative citizens during the fall of 1836, had been endorsed at a grand mass meeting. In line, however, with the reforming spirit of the times, the proposed corporation was authorized to run into debt only to the annual amount of \$100,000. A large element of the townsmen favored unlimited power in this direction, but the sobered majority held the check-reins on their prancing brethren. When the colts found that by kicking and rearing they would only punish themselves, they subsided, with some such snort as this, through the *Chicago American*: "The interests of our town require a charter. The constant example of our eastern cities will justify us in altering it at every session, until it meets the wants of a large commercial town." H. G. CUTLER.

## ALONZO J. WILLARD.

IT was in 1634 that the Willard family tree took root in America. At that date Major Simon Willard, an Englishman by birth, whose ancestral home was at Horsmonden county, Kent, landed in America, to become the first settler in and founder of Concord, Mass. For nearly twenty years he served as town clerk of Concord, and at a later date held the office of magistrate by appointment of the British Crown. He also represented Concord in the colonial legislature and served as a major of militia during the fierce Indian wars of that period and that region.

Of Simon Willard, Pemberton, the historian wrote as follows: "He was a sage patriot in Israel, whose wisdom assigned him to a seat at the council-board and his military skill and martial spirit entitled him to the chief place in the field."

A son of the pilgrim Simon Willard, was one of the most distinguished of the early New England clergymen and educators. This was Rev. Samuel Willard, who was ordained a minister at Groton, in 1663, after he had graduated from Harvard College, who became the first settled minister in what is now the State of Maine, and at a later date was pastor

of the famous "Old South Church" of Boston, with which he was connected at the time of his death. He was for many years vice-president and acting president of Harvard College—succeeding the learned and pious Dr. Increase Mather—and was also an author of note. A quaint-looking old volume, to be found in some of the great libraries of the country, and in the possession of some members of Mr. Willard's family, entitled "A Compleat Body of Divinity, in Two Hundred and Fifty Lectures on the Assembly's Shorter Catechism," was one of the more important published works of this eminent divine.

His son, Josiah Willard, was secretary of the colony of Massachusetts, from 1717 until his death, being known as the "Good Secretary."

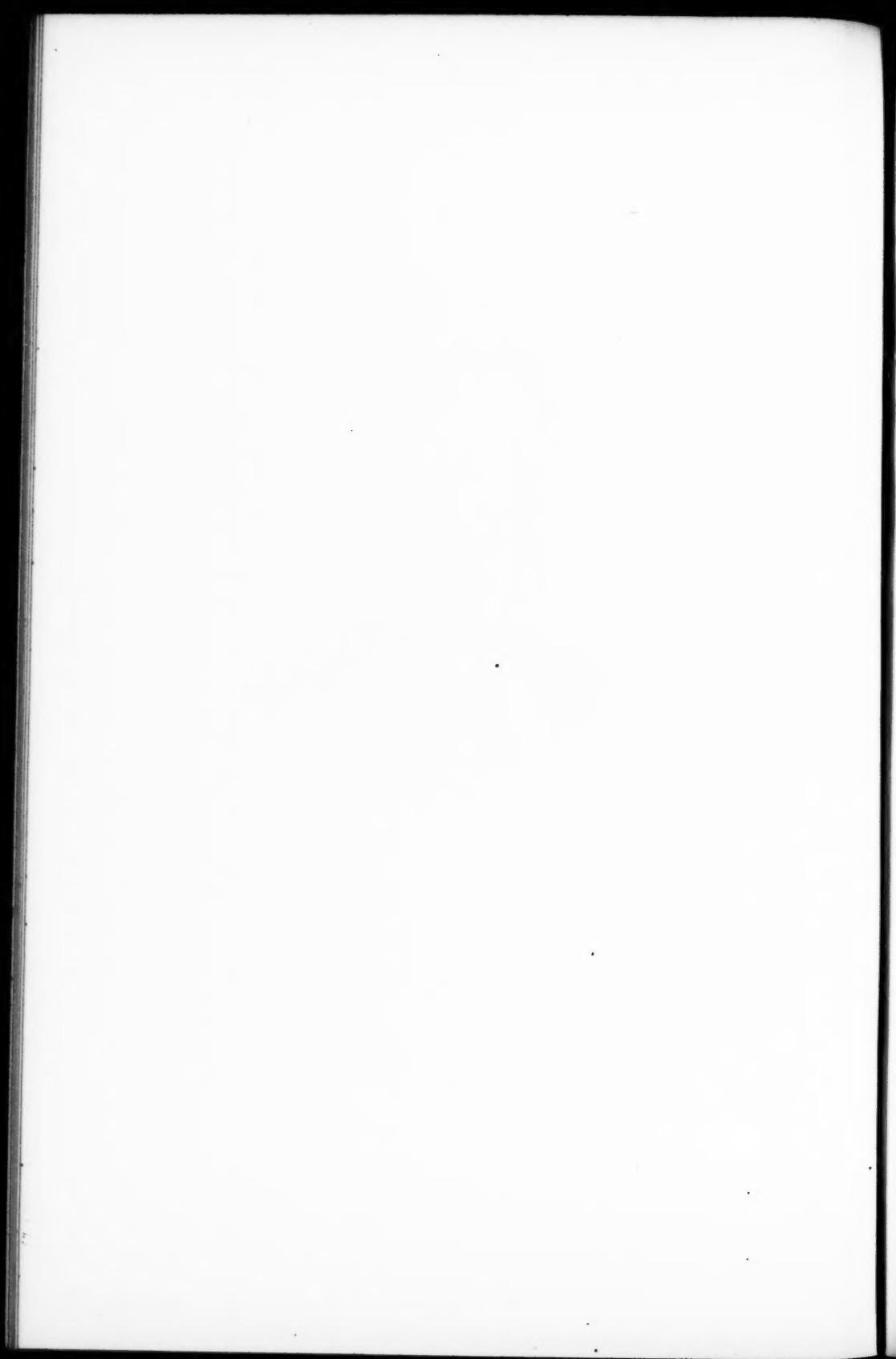
Next in line, perhaps, of the distinguished members of this notable family was Rev. Joseph Willard, who graduated at Harvard College, in 1765, and became pastor of a Congregational Church in Beverly, Mass., in 1772, where he remained until 1781, when he was elected president of Harvard College, which position he held up to the date of his death in 1804.

A somewhat less distinguished



A. J. Willard

A. J. Willard



member of the same family was Rev. John Willard, a brother of Joseph, who was pastor of a Congregational church at Stafford, Conn., fifty years.

Rev. Joseph Willard, a son of the last-mentioned member of the family, was the first settled minister at Lancaster, N. H., and one of the inducements held out to him to locate in what was then a frontier settlement, was the gift of a farm, which became the Willard homestead. On this farm Major John H. Willard and his son, Alonzo J. Willard—one of the old settlers of Chicago—were born.

Major John Haven Willard did not follow in his father's footsteps, so far as selecting a calling in life was concerned, although he was a man of fine attainments and much influence in the community in which he resided. It should be mentioned, perhaps, in this connection, that the name Haven was carried into the Willard family through the inter-marriage of the Willards and Havens. In the same way, the distinguished New England name of Dwight became a family name among the Willards. Major John H. Willard was by occupation a farmer, in early life. He moved, however, from New Hampshire to the town of Wilton, in Maine, where he opened a public house, and was both farmer and hotel-keeper for many years thereafter. He was prominently identified with the conduct of public affairs much of the time, was a frequent contributor to the press, and

became widely known to the people of the Pine Tree State.

At a convention held in the town of Strong in the summer of 1854, when the question of combining the elements antagonistic to slavery was the dominant one in politics, and when such local organization had been effected—so far as this convention was empowered to do so—Major Willard, as chairman of the committee on organization, suggested as an appropriate name for the new party, "The Republican party of Franklin county." This is said to have been the first organization to take the name of the great party which has since exercised so powerful an influence in controlling the affairs and shaping the destinies of the United States.

Alonzo J. Willard, a son of Major John H. Willard, was born at Lancaster, N. H., February 11th, 1817. His mother was Beedee M. Cooper, a daughter of Judge Jesse Cooper, an old resident of Vermont. Alonzo J. Willard grew up, or, at least, partially grew up, on the farm which had passed into the possession of his grandfather when he became pastor of the Congregational church at Lancaster. A portion of his boyhood, however, was spent at the home of his grandfather Cooper, in Vermont. During this time he attended school with reasonable regularity in the winters of each year, and made progress, after the fashion of those energetic and enterprising young men

of New England birth, who half a century since, seem to have acquired a somewhat remarkable amount of learning and general information by devoting to the work a comparatively small amount of time. His father, being a man of good education, aided him materially in the work of self-culture; and a short time spent in one of the old-fashioned academies, after leaving the common schools, gave Mr. Willard what was looked upon in those days as a very fair English education.

He removed with his father to Maine in 1836, and remained there, aiding in the conduct and management of the hotel as well as the farm, until 1838, when he decided to begin life on his own account. At that time he left home, with what he facetiously calls a Maine boy's patrimony—that is to say, "twenty-five dollars and a patent-right." Young Willard's patent was a bee-hive; and, with a model hive and a sample of honey in a glass, he canvassed the State of Rhode Island and the country along the Hudson river. He made an occasional sale; but the bee-moths had been ahead of him, and bee-raisers were generally discouraged; so that he found it necessary to take Horace Greeley's advice—before it was given—and "go west."

His first stop, after the westward trip commenced, was at Cleveland, O., where he visited a relative, and, when in position to do so, set out for Chicago. He landed here the first

week in September, 1838, and a few days later was utilizing his time to the best advantage possible as a laborer at whatever he found to do. Chicago did not prove to be, all at once, the El Dorado of which he had been in search. "Times were hard" during the first two years of his residence in the city, and he found it difficult to secure employment sufficiently profitable to enable him to accumulate anything for investment, or with which to begin business on his own account.

In 1843 he became connected with one of the pioneer business establishments of the city, that of Wadsworth, Dyer & Chapin, with which he remained in the capacity of a clerk for four years. At the end of that time he purchased a half interest in the Chicago Temperance House, a small hotel which furnished accommodations to the early settlers and early visitors at the remarkably low rate of two dollars per week for regular board. After remaining in the hotel business some time he secured, in the spring of 1848, after the Illinois and Michigan Canal had been opened, an interest in the Union Line Transportation Company. He himself manned a canal boat, and for a dozen years thereafter he was exceedingly active in the transportation and forwarding business.

In 1859 he embarked in the ice business, the firm with which he was identified, being known as Wadhams, Willard & Co. In this business an

immense industry was built up, which gradually absorbing other similar enterprises, has become known as the Washington Ice Company, of which Mr. Seth Wadhams became first president. Two years since, Mr. Wadhams died, and Mr. Willard succeeded to the presidency of the corporation, which he still retains, and to the affairs of which he still gives active attention.

In addition to his interests in this enterprise with which he has been so long continuously identified, and with the building up of which he has had much to do, various other investments have contributed to what aggregates a comfortable competency—which, by the way, has been earned through Mr. Willard's own efforts, and which comes to him as the legitimate reward of thrift, industry, and enterprise.

Among all the earlier settlers of Chicago, there are few who have borne so well the burden of years as Mr. Willard. At seventy-three years of age he is still in active life, a man of vigorous intellect, almost unerring memory, and a thorough capacity for the enjoyment of the good things of life. The inimitable drollery with which he relates, from time to time, his reminiscences, and recounts the wonderful changes which have taken place about him, makes him one of the most entertaining of those who carry with them a history of the second city of the United States, gleaned

from their personal observations. Particularly interesting, at all times, are narratives of the experiences of fifty years ago, compared with those of Chicago citizens of to-day.

The rapid transit of that period, for instance, is fully illustrated by one of Mr. Willard's experiences in getting from Chicago to St. Louis, while employed as an agent of the Government in the transfer of public moneys from the former to the latter place. In those days, St. Louis was the principal western city, and Chicago little more than an interior trading post. Money received from the sale of public lands and other sources of revenue to the Government, had to be transported from Chicago to St. Louis, where the Government sub-treasury was located; and the custom was to employ special messengers to guard the Government treasure-boxes in transit. In one instance, a sum of \$50,000 in gold and silver was to be sent from Chicago to St. Louis, and Mr. Willard was appointed one of the messengers to take charge of it.

H. G. Hubbard, who was then the express messenger between Chicago and St. Louis, and carried all the express matter billed to St. Louis and intermediate points, in a small trunk, took charge of the Government funds, with Mr. Willard as his assistant. The money, packed in thirty boxes, was started for St. Louis in a conveyance belonging to the old Frink & Walker Stage Company. The

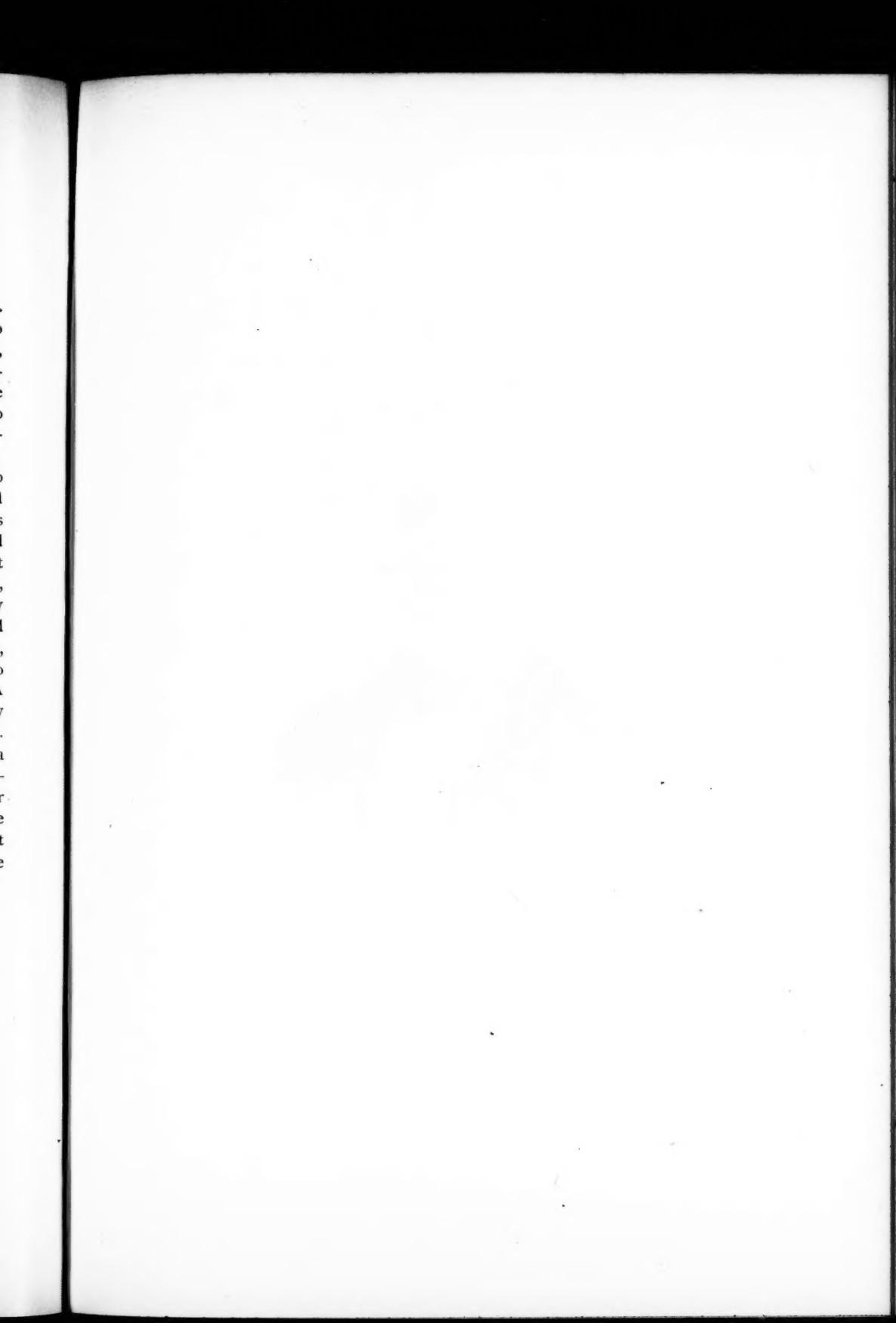
conveyance was a four-horse sleigh, which made a pleasant and fairly expeditious means of travel in the start, there being a considerable fall of snow on the ground at the time. When at Joliet, however, the snow disappeared, and the treasure-boxes, accompanied by the messengers, were transferred to a four-horse coach. At Marseilles, an open, springless wagon took the place of the coach, and at Springfield the stage company abandoned the government agents, and they were compelled to secure their own conveyances from there on. A four-horse team took them to Jacksonville in a day and a half. There they struck the pioneer Railroad, which carried them to Naples, from whence they proceeded by steamer to St. Louis.

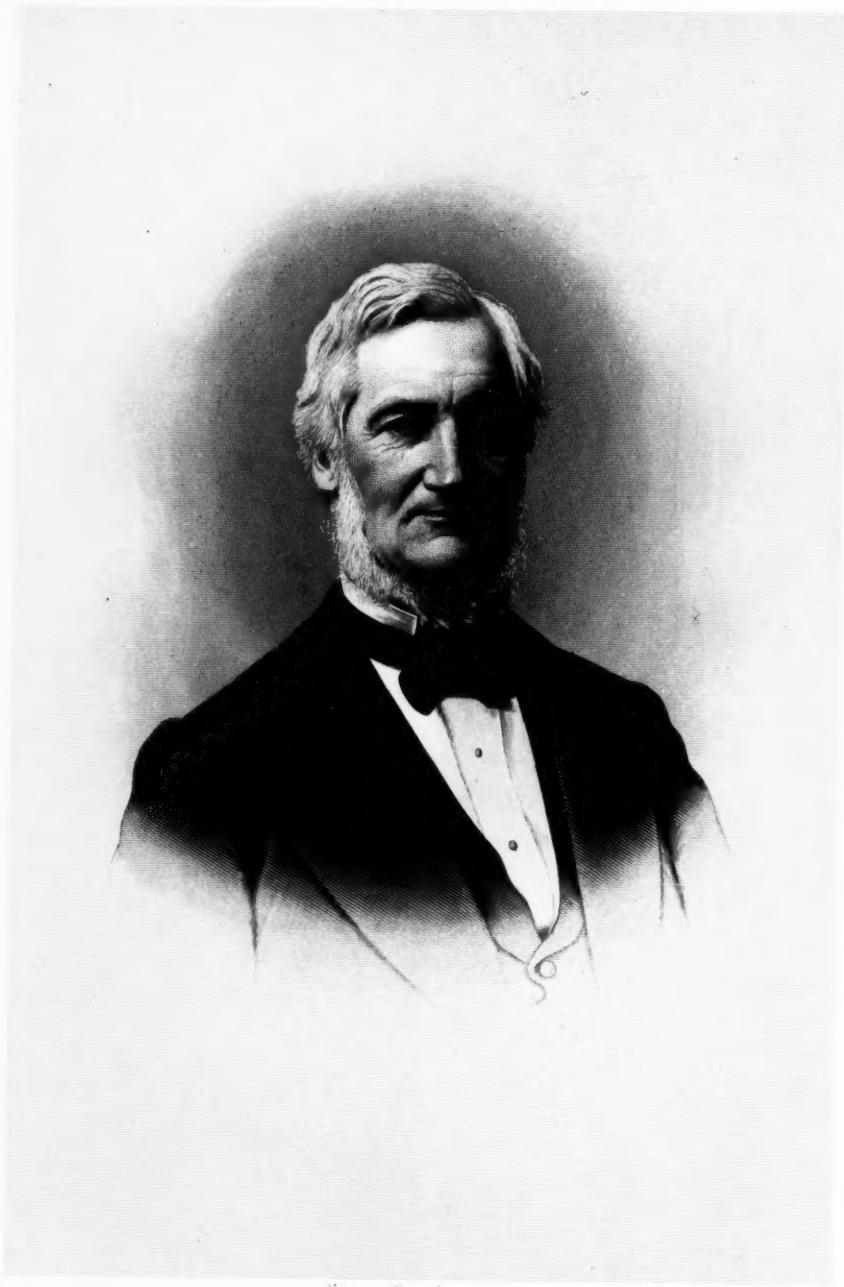
As soon as the money which they had carried with them had been counted, and they were relieved of their responsibility for its safe delivery, they began the return trip. A New Orleans steamer—the first and only large steamer that ever ran as far up the Illinois river as Ot-

tawa—carried them to that point. From there they drove to Chicago with a team hired for the purpose, reaching home at the end of a twenty-six days' journey, in which no time had been wasted in making the trip from Chicago to St. Louis and return.

Mr. Willard was married in 1855 to Mrs. Laura A. Wooster. Mrs. Willard was born in Goshen, Conn., and was the daughter of Ethan Walter, an old resident of that town. She came west with her first husband, Mr. Wooster, and was a resident of Chicago as early as 1839. At a later date she removed to Missouri, where Mr. Wooster died, and in 1855 she returned to Chicago as the wife of Mr. Willard. A son and a daughter are the only children of Mr. and Mrs. Willard. The son—John Haven Willard, a graduate of Michigan University—is now associated with his father in business, and the daughter is the wife of Charles G. Bolte, prominent among the young business men of the city.

HOWARD LOUIS CONARD.





L.B. Hilliard

L.B. Hilliard

## LAURIN PALMER HILLIARD.

WHEN the "old settlers" of Chicago come together at the annual reception of the Calumet Club—the most notable of all the receptions which take place in the city in the course of a year—a conspicuous figure among the silver-haired pioneers is that of Mr. Laurin P. Hilliard, who became a citizen of Chicago in 1836. He was born at Unadilla Forks, Otsego county, N. Y., October 11th, 1814, and was the son of Isaiah Hilliard, a prosperous farmer of that picturesque region, at the head of the Unadilla river.

The Hilliard family came originally from Connecticut, where they were among the early settlers of that State, although the exact date of their settlement is not definitely known. Isaiah Hilliard was left an orphan in his early boyhood, and when still quite young he entered upon an adventurous career, which gave him a very thorough knowledge of the world before he settled down to the quiet and uneventful life of an Otsego county farmer. Starting out as a cabin and general utility boy on a sloop running out of New York, he led a seafaring life for several years, and developed into a skillful and generally well-informed sailor. He was in New York city when Robert Fulton was

getting his little steamer ready for its trial trip, and in after years used to entertain his children with stories of the comments made by the sailors after they had been permitted to inspect the strange-looking craft—a privilege for which they each had to pay a fee of twenty-five cents. A majority of the sailors were of the opinion—according to Mr. Hilliard—that the steamer would find it impossible "to run up North river against the tide." While following the sailor's calling, he made numerous long cruises, at a time when American sailors had to be provided with what they styled "protection papers," which secured them, to some extent, against the danger of being seized and impressed into the British naval service. The "protection paper" issued to Isaiah Hilliard—an interesting relic, by the way, of the infantile days of "the great Republic"—is now in the possession of Edward P. Hilliard, of Chicago, and the following is a copy of the same:

"UNITED STATES OF AMERICA.

"No. 3,123.

"I, Jedidiah Huntington, Collector of New London, do hereby certify that,

"Isaiah Hilliard, an American seaman, aged twenty-two years or there-

abouts, of the height of five feet eight inches, of a light complexion, with dark hair, and a scar on the left arm,

"Has this day produced to me proof, in the manner directed in the act entitled 'An Act for the Relief and Protection of American Seamen;' and, pursuant to the said act, I do hereby certify, that the said Isaiah Hilliard,

"Is a citizen of the United States of America.

"In witness whereof, I have hereunto set my hand and seal of office this 14th day of December, 1804.

"(Signed)

"J. HUNTINGTON, Collector."

At about the time he attained his majority, the elder Hilliard returned to New York city from the West Indies, where he had spent considerable time and had some novel and interesting experiences. He had by this time tired of a sailor's life, and determined to return to the pastoral calling of his ancestors, the natural fondness for which had not been dispelled by sea-faring experiences. Leaving New York city, he made his way back into the interior of the State, where his somewhat limited capital was invested in unimproved lands, in close proximity to the farm of Jonathan Palmer, one of the pioneer settlers in the neighborhood of Unadilla Forks. The young sailor who had turned farmer soon formed the acquaintance of Farmer Palmer's daughter Keturah, who became his wife.

The ancestors of Jonathan Palmer were among the earliest settlers of

New England, Walter Palmer, the American progenitor of this branch of the family, having come from Nottinghamshire, England, to America in 1629. His first place of residence was at Charleston, Mass., where he built the first dwelling in the town; and in 1653 he became a resident of Stonington, Conn., where he lived up to the date of his death, in 1661, and near which—at Wequetequock Cove—his remains still rest. A reunion of the Palmer family, which was held in Stonington, in 1881, brought together nearly two thousand of his descendants, among those present being many distinguished citizens of the United States, while others not present—such as Gen. U. S. Grant, a descendant eight generations removed from Walter Palmer—telegraphed or wrote their regrets, on account of unavoidable absence.

At that time the history of the Palmer family was reviewed *in extenso* by many of its members who had given the matter careful attention. The origin of the family name—of which interesting mention was made in this connection—dates back to the Crusades. In their marches to Jerusalem, in the middle ages, from the time of Peter the Hermit to the close of the fourteenth century, there were many who sought to see the tomb of Christ from sacred motives. Many of those pilgrims, on their return, wore palm-leaves in their hats, or carried staves made from the sacred palm-branches; and so it happened that

they came to be called palm-bearers, or Palmers; and in this form the name passed into the literature of early English authors. In Spencer's "Faerie Queene," an aged pilgrim is thus alluded to:

"Him als accompanyd upon the way  
A comely palmer, clad in black attire,  
Of ripest years and hieres all hoarie gray,  
That with a staffe his feeble limbs did stire,  
Lest his long way his aged limbs should tire."

Shakespeare also made frequent mention of the "Palmers;" and a speaker at the Palmer reunion alluded in happy vein to one of these references of the prince of English dramatists. Quoting from Shakespeare, "Where do the Palmers lodge, I pray you?" his answer to the question thus propounded was: "They lodge everywhere on this broad continent, from Maine and the Canadas, on the north, to Oregon and California, on the west, sweeping the southwestern States and Territories, back, by the Carolinas and Virginias, to the old camp-ground in Stonington, where we are met in council to-day."

Jonathan Palmer was a descendant of Walter Palmer, six generations removed; and Laurin Palmer Hilliard, his grandson, is therefore a descendant, of the eighth generation.

Mr. Hilliard spent his boyhood days on the farm; was educated at the public schools and at Hamilton College. When about eighteen years of age, his father, thinking him well adapted to commercial pursuits, ar-

ranged for him to enter a country store at Burlington Flats, not far from the place of his birth. In those days young men who had a fancy for mercantile pursuits were expected to learn the business before receiving any compensation of consequence for their services. Young Hilliard, therefore, entered the merchandising establishment of Charles Walker, with the understanding that he was to receive no salary for the first year's work, and that he would be satisfied with a compensation of fifty dollars during the second year of his employment.

His adaptability to the business in which he engaged soon became apparent, and he gave every evidence of becoming a successful young tradesman. His employer was especially interested in him and pleased with his business methods, and, when he had become thoroughly conversant with the conduct and management of a general store, offered him a partnership in a store at Unadilla Forks. While he was thus associated with Mr. Walker, a brother of the latter came to Chicago with a stock of goods, which it was thought could be disposed of to advantage in a frontier settlement. This business venture turned out well, and the gentleman who had charge of it returned to Burlington Flats strongly impressed with the advantages of Chicago as a trading point. It was this which first called Mr. Hilliard's attention to the new western town; and, when he finally sold his interest in the business

at Unadilla Forks, it was with a view to making a tour of observation in the west.

He had at that time a few hundred dollars, which he was anxious to invest to the best advantage; and with this object in view, he set out for Illinois, traveling from Utica to Buffalo by canal-boat, from Buffalo to Dunkirk by stage, and from Dunkirk to Detroit by boat. Stages were at that time running regularly between Detroit and Chicago; but Mr. Hilliard and several other young men from the east who accompanied him made the mistake of leaving Detroit on one of the stages which only ran to Michigan City, Ind. From the last-named place they were compelled to travel by private conveyance to Chicago.

At the end of an exceedingly unpleasant trip, during which they narrowly escaped being drowned in Grand Calumet river, they arrived in Chicago in the spring of 1836. A log tavern on the west side of the river furnished him his first night's lodging in the town, but on the following day he obtained quarters at the somewhat more aristocratic Green Tree Hotel.

At that time the straggling settlement had a rather forbidding aspect, and Mr. Hilliard very naturally concluded to see more of the country before locating permanently in Chicago. He therefore visited some of the neighboring towns in Illinois, and also traveled quite extensively in Wisconsin. An old friend whom he found in Chicago was connected with one of

the leading business firms of the town, and of course Mr. Hilliard embraced an early opportunity to call on him, for the purpose of gathering any information that might be of value to him in his search for a location. This friend informed him that the firm with which he was connected had bought land, upon which they proposed to lay out a new town at the mouth of Manitowoc river. A boat was just at that time being loaded with a force of men and the necessary tools, etc., for clearing up the new town-site, and, being invited to accompany the party, Mr. Hilliard went aboard the schooner "Wisconsin," and was present at Manitowoc when the original town-site was laid out.

From Manitowoc he went to Green Bay, Wis., which was then quite a village, and from there came back to Chicago, satisfied that it was the most promising location for a city that he had seen in the west. After looking about further—adding as much as possible to his information relative to projected improvements, and noting the activity and enterprise of those who had already located in Chicago—he determined to make that place his future home.

After a time he started a little store, in which he not only sold such commodities as he had in stock to the early settlers, but purchased from them, in exchange, all such products as they had to offer for sale. In the fall he closed up the store and returned to the east, going by way of

Evansville, Ind., Cincinnati and Cleveland, O. Soon after he returned to New York, a brother-in-law of his former partner, Mr. Walker, came west and took charge of the store which Mr. Hilliard had managed for a time, shipping to the east such country produce as he found on hand. It is probable that the country produce gathered together by Mr. Hilliard and shipped to the east by his successor, at that time, was one of the earliest shipments made of such produce from Chicago. After remaining at home during the winter of 1836-37, Mr. Hilliard returned to Chicago, where he obtained employment, first with Peter Cohn, an old French trader, who soon sold out to the firm of Taylor Breese & Co., with whom he remained until he accepted a position with Clifford S. Phillips, who operated one of the large mercantile establishments of the city at that time.

The summer after his return to Chicago (in 1837) he was called upon to make a trip into the interior of Wisconsin, to examine certain lands which had been purchased by eastern investors, and concerning which they were desirous of obtaining reliable information. This trip he made on horse-back; and few and far between were the settlers' cabins which he then found between Chicago and the site of Madison, the present capital of Wisconsin. Madison had been designated as the Territorial capital, and a town-site had been laid out, but a log boarding-house, which furnished

entertainment for the contractors and laborers who had begun work on the capitol building, was the principal improvement completed at that time. What was to be in the future the seat of legislation for a great State was then a picturesque wild, inhabited by wild game of every kind and description, while the four lakes in the immediate vicinity—on the placid waters of which floated myriads of the different species of water-fowl—made the place a veritable "hunter's paradise."

After looking up the lands which he had been sent to inspect, both at Madison and Rock river, near the present town of Janesville, Wis., Mr. Hilliard returned to Chicago and made his report to the eastern investors by whom he had been employed.

After entering the employ of Clifford S. Phillips, Mr. Hilliard practically took charge of the large business, of which Phillips was the proprietor, for two or three years. In the meantime his old partner in New York State, Mr. Walker, had become interested in merchandising in Chicago, and Mr. Hilliard was again offered a partnership with him. He accepted the proposition made to him, and thus became connected with a business which soon assumed large proportions. There was little money in circulation in Chicago in those days, and the business of the firm consisted largely in exchanging their goods and wares for country products, which found their way to eastern markets. Their rule was to keep in stock every-

thing which the country people were likely to want, and to purchase everything that they had to sell. After being associated together several years, this partnership was dissolved, Mr. Hilliard continuing in practically the same line of business on his own account.

Prior to the dissolution of partnership between Mr. Walker and Mr. Hilliard, the firm had been engaged to some extent in ship-building, an accident having led up to this new venture. The "Richard Winslow," a good-sized schooner, which had seen several years of service, having gone ashore near Chicago, it occurred to Mr. Walker that there was no good reason why the wrecked vessel should not be brought into port and fitted up for further service. He accordingly purchased the disabled schooner, and, under the direction of Mr. Hilliard, she was thoroughly overhauled, repaired and set afloat, under the name of the "C. Walker." Having thus gained some knowledge of ship-building, and having secured workmen capable of carrying on the business, the following year the firm undertook the building of a propeller, in which they also became interested as part owners. When launched, the vessel was named the "Independence," and is said to have been the first propeller ever built on Lake Michigan. The "Independence" was launched in March, and had a queer experience on her first trip. An open winter had cut short the supply of ice in Chicago,

and the propeller started on a trip to Green Bay, in charge of Captain Clement (now of Milwaukee), for the purpose of bringing back a boat-load of what was becoming an important commodity. About the time he landed at Green Bay, a severe storm, or, rather, "a spell of cold winter weather," came on, and ice became plenty, not only in Green Bay, but about Chicago. The propeller was frozen in where she lay at anchor, and had to be cut out when she started on the homeward trip, the ice cut out for this purpose being sufficient to load the vessel. The "Maria Hilliard," a schooner of considerable size, was also built by Mr. Walker and Mr. Hilliard while they were associated together in business. After the dissolution of their partnership, Mr. Hilliard continued in general trade and ship-building—the "L. P. Hilliard" (sailed for several years by Captain Peter Flood) being built under his direction during that time—until 1849, when his store at the corner of Lake and Franklin streets burned down. The following year he formed the firm of Hilliard & Howard, and engaged in the lumber business, the yards of the firm being at that time in close proximity to the site of the present Union Depot, and on ground now occupied by the large wholesale dry goods establishment of James H. Walker & Co. The lumber trade was a business with which he was by no means unfamiliar. Although he had not engaged regularly in this

trade before, he had, from time to time, bought cargoes of lumber, and been more or less interested in the business in connection with his ship-building and other enterprises. He continued in the lumber trade until 1861, and after an interval of several years, during which he was filling an important official position, he again engaged in the trade on a large scale until 1873, when financial disaster overtook the firm with which he was identified, and he retired from the business a heavy loser.

When he had succeeded in straightening up his affairs, he had left but a mere remnant of the comfortable fortune of which he had previously been possessed; but, with characteristic energy and determination, he set about building up anew.

With rare foresight, he had invested in a large body of land lying twelve miles south of the city, the greater portion of which had belonged to Thomas Morgan, one of the pioneer farmers of Cook county. At the time Mr. Hilliard purchased it, this land was still used for farming purposes; and only those who had unbounded confidence in the growth of the city expected the time would ever come when it could be cut up into city lots and sold to aristocratic home-seekers.

Mr. Hilliard was one of the few men who believed that the rapid growth of Chicago would in time expand the city limits to such an extent that they would stretch beyond his farm; and he bent all his energies toward secu-

ring such railroad facilities as would make the neighborhood easily accessible, and setting on foot other improvements which would attract the attention of persons having a fancy for suburban homes.

His city residence having been destroyed by the fire of 1871, he removed at once to what he then called his farm, on which a small cottage had been built, which furnished him a home, when homes were not to be had in the city. Turning his attention to the improvement of the lands which he had purchased and to promoting the improvement of other lands in the immediate vicinity, he succeeded, after a prolonged and, at times, discouraging struggle, in attracting the attention and patronage of the suburban home-hunters. Through his influence, capitalists of large means became interested in lands adjoining his own, on which handsome improvements were made; and the result of their concerted efforts was that the farm lands began to be dotted with pleasant and attractive homesteads. By and by, there were groups of these homes; and within the past few years these suburban villages have grown with remarkable rapidity. The towns of Washington Heights, Longwood, Englewood Heights and Beverly Hills have become suburban places of note; and a few months since Chicago reached out and gathered them under the broad ægis of the city government. Mr. Hilliard's farm is

therefore a part of the city of Chicago now, and in the financial results of his enterprise he has not been disappointed. A comfortable fortune already realized is rapidly growing larger, and in a beautiful suburban home, undisturbed by the cares of business, Mr. Hilliard gives himself up to the pleasures of a well-earned retirement.

An active business man from the time he first became a resident of Chicago, he has been equally active in discharging all the duties of good citizenship. In 1861 he was elected clerk of the county court of Cook county. For many years prior to that time he had taken a somewhat active interest in politics, being especially pronounced in his opposition to the extension of slavery. When the Republican party was organized, he at once became an earnest and aggressive member of the party, and in 1861 was put forward as its candidate for the county clerkship, then, as now, an office of importance and responsibility. Being successful in his candidacy, he entered upon the discharge of his official duties at a time when they were to be multiplied by the exigencies of the war period. At the end of a four years' term of service he retired from the office, with the record of a faithful and efficient public servant, who had been as popular as he was efficient.

During this same period he was conspicuous among those who did all in their power to aid in the prosecu-

tion of the war and the suppression of the rebellion. His name appeared in the list of names of patriotic citizens of Chicago, appended to the first call, issued in 1861, for a public meeting, at which ways and means were to be devised for aiding the Government, as far as possible, in the then impending crisis. As a result of this meeting, funds were raised for the equipment of soldiers, Governor Yates was materially assisted in carrying forward the important measures which he had set on foot for sending troops into the field, and a military force was hurried to Cairo to take possession of that strategic point. Mr. Hilliard served as a member of the financial committee on this occasion, and both in his official capacity and as a private citizen, he did much for the public welfare during the troublous period which followed.

In 1848, when the question of organizing a Chicago Board of Trade began to be agitated, he was one of the men most earnest in his advocacy of that movement. The first meeting called to consider the propriety of effecting such organization was held March 13th of that year. On the first Monday of the following April the organization was completed, and Mr. Hilliard became a member of the first board of directors. At the fifth annual meeting of the board, held in 1853, he was chosen secretary and treasurer of the institution.

In those days the Board of Trade was far from being an aristocratic

institution or an assemblage of multi-millionaires, conducting their operations on the gigantic scale with which later residents of Chicago have become familiar. The earliest meetings of the Board were primitive in style, and there was more or less difficulty in securing the attendance of members. It was, therefore, made a part of Mr. Hilliard's duty, as secretary, to take steps to secure an increased attendance. An amusing reminiscence of this period is the fact, that in order to secure such attendance, he was authorized to have set out at the Board headquarters, each day at noon, an old-fashioned luncheon of crackers and cheese, which is said to have accomplished the purpose for which it was designed.

When the Chamber of Commerce was organized for the purpose of providing a home for the Board of Trade, Mr. Hilliard became a director of that corporation, and served in that capacity several years. He was also identified during his active business life with many other enterprises which have contributed to the improvement of the city, in the growth of which he has always felt the deepest and most absorbing interest.

After his retirement from the lumber business, and while giving his attention largely to his real estate interests, he also represented the Northern Pacific Railroad Company in Chicago, as its general agent, while C. B. Wright was serving as president of that corporation, with H. E. Sargent as

general manager. In this capacity he did much to promote immigration to the northwest and aided largely in filling with sturdy and enterprising farmers, the famous wheat-growing region now known as Red River Valley.

An Episcopalian in his church affiliations, he was one of the promoters of the movement which resulted in the organization of Trinity Church, and one of the earliest officials of that organization. It was in 1844 that about twenty of the leading "old settlers" of Chicago came together and organized this society in accordance with a form prescribed by the learned and pious Bishop Chase, who also suggested the name given to the church. The men who effected this organization were men of high character and marked executive ability, and as a result they soon built up one of the most prosperous churches in the city. That some of the ablest ministers of the Episcopal Church have had charge of the parish, is attested by the fact that no less than four of them have been made bishops in later years. Mr. Hilliard became a member of the Trinity Board of Trustees in 1845, served many years as vestrymen and warden, and in every way was one of its most helpful and valuable members up to the time that his removal from the city necessitated a change in his church connections.

He became a member of the Masonic fraternity in 1845, at which time he was initiated into Oriental

Lodge. He was long identified with this Lodge in an official capacity, became an honorary life member in 1874, and is now the oldest living member who took his degrees under its auspices. He was made a Knight Templar in 1854, and has taken thirty-two of the consistory degrees.

In 1843 he was married, Mrs. Maria Beaubien becoming his wife at that time. Mrs. Hilliard was a daughter of John K. Boyer, who was widely known throughout Pennsylvania, Ohio, and Illinois, as a public works contractor, and who removed with

his family from Pennsylvania to Chicago in 1833.

His son, Dr. Valentine A. Boyer, a brother of Mrs. Hilliard, began practicing medicine in Chicago, in 1833, and at the time of his death, something less than a year since, he was the oldest resident physician in the city.

Two sons were born to Mr. and Mrs. Hilliard, and death has never yet invaded the family circle. Edward P. Hilliard, one of the sons, is a resident of Chicago, the other, William P. Hilliard, a citizen of St. Paul, Minn.

H. L. CONARD.

#### PHILO CARPENTER.

As pioneer, philanthropist, and public benefactor, Philo Carpenter left his impress upon the history of Chicago, and to no one who has any knowledge of that history, is the name an unfamiliar one. Four years more than a half century of his life were spent in the great western city, which came into existence at the beginning of that period, and during all that time he was one of the leading spirits, not only in promoting the material growth and prosperity of the city, but in aiding to build up its religious, educational, and benevolent institutions.

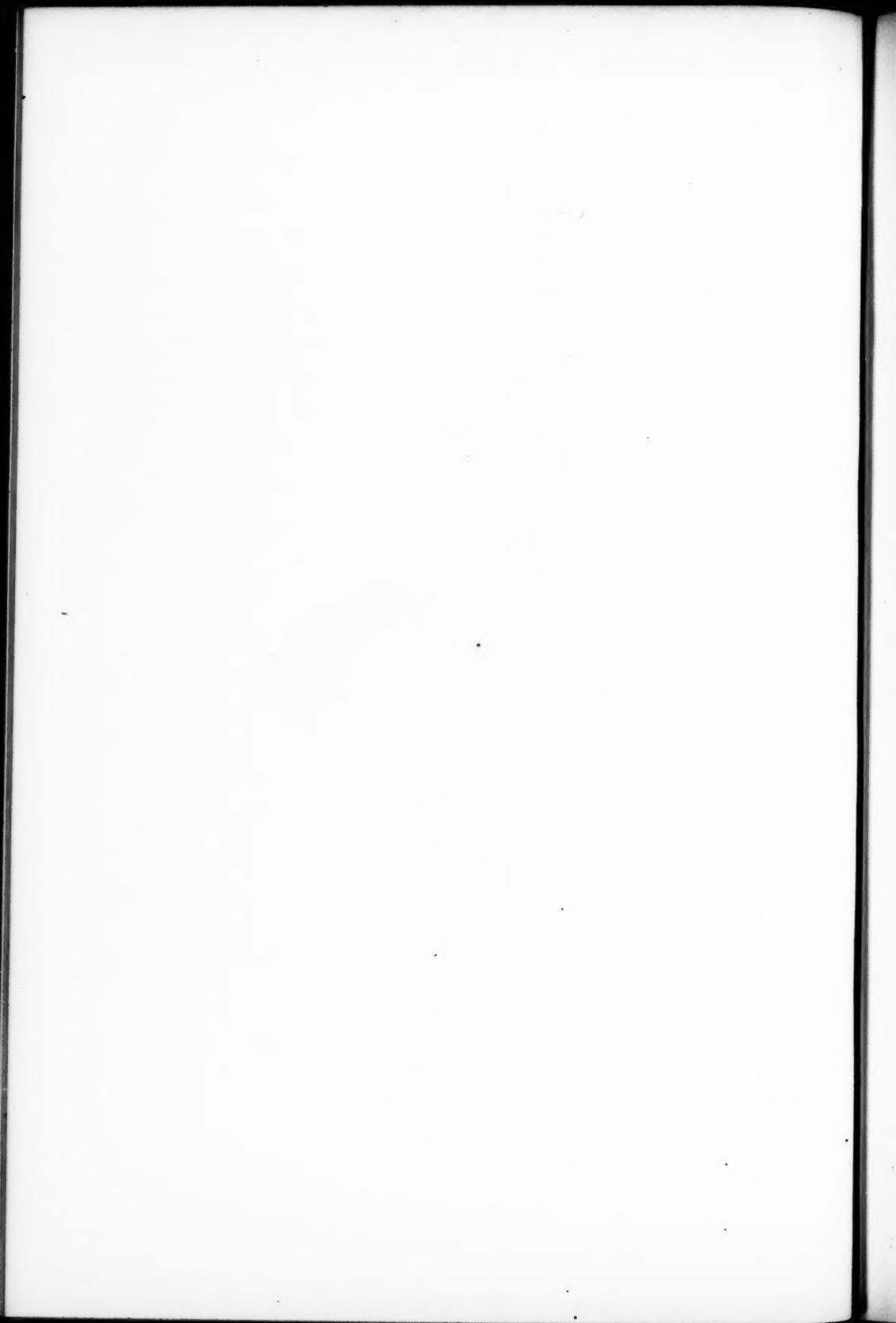
Mr. Carpenter was a native of New England, and a descendant of William Carpenter, who sailed from Southampton, England, on the ship

"Bevis," in 1635, and upon his arrival in this country settled at Weymouth, Mass. Both his grandfathers were patriots of the Revolutionary era. Nathaniel Carpenter, his grandfather on the paternal side, resigned a captaincy in the British army to take part with the colonists in the struggle for national independence. He raised a company with which he joined the continental forces, and fought through the war, being at the close a major in command of West Point. Abel Carpenter, a son of the major, and the father of Philo, was a farmer, who did his part in transforming the wilderness of western Massachusetts into a productive agricultural region.

Philo Carpenter was born in the



*Philo Carpenter*



town of Savoy, Mass., February 27, 1805, and grew up on his father's farm; remaining at home until he was twenty one years of age. When he left home he went out into the world well equipped, physically, morally, and mentally, for the active duties of life, and endowed by nature with that splendid courage and resistless energy which has been so important a factor in the advancement of western civilization. His education was acquired in the common schools and in the academy at South Adams. At the academy he became interested in medical studies, and after making two trips to the south as a commercial traveler, he went to Troy, N. Y., where he entered the drug store of Dr. Robbins as a clerk. Continuing his studies he acquired a general knowledge of medicine, and a thorough knowledge of the drug business. Subsequently he purchased a half interest in the store in which he began as an employe, and carried on a prosperous business up to the time he decided to change his location, and identify himself, with the pioneers of the northwest.

A near relative who had explored the country lying between Detroit and St. Louis, returned to New York State and gave Mr. Carpenter a glowing account of what he had seen, and the inducements which "the west" held out to men of energy, ability, and enterprise.

Impressed by what he heard, es-

pecially of favorable openings for business at Fort Dearborn, Mr. Carpenter sold out his store in Troy and purchased a stock of drugs and medicines, which he started on the way to Fort Dearborn, in 1832. Shortly afterwards, in the summer of that year, he himself set out for the remote western trading post. He reached Schenectady by rail, traveled from there to Buffalo by canal boat, and from Buffalo to Detroit by the little steamer "Enterprise." From that point he traveled overland by stage to the town of Niles, Mich., and thence down the river to St. Joseph on a lighter.

At St. Joseph, Mr. Carpenter and another noted pioneer of Chicago, Mr. George W. Snow, with whom he had become acquainted, learned that the cholera was raging at Fort Dearborn, and the captain of the schooner on which they were to sail across the lake, refused to make the trip. Undeterred either by fear of the epidemic or by the difficulties which lay in the way of their reaching Chicago or Fort Dearborn, they engaged two Indians to tow them around the lake in a canoe, with an elm bark tow rope.

One of the Indians was attacked by cholera on the way, and was treated successfully by the young druggist. When they got within a few miles of the Fort, the Indians refused to go any further, and the two passengers disembarked from the canoe, to spend the following night with Samuel El-

lis, a farmer, who hitched up his ox team and carried them to their destination next day.

Mr. Carpenter found here, at that time, something less than two hundred people exclusive of the garrison at the Fort. These early settlers, with a few exceptions, were Indians and half-breeds, who lived in log shanties, and the place had little the appearance of a prosperous community.

The reports which had been scattered abroad concerning the ravages of cholera at the Fort, had not been exaggerated, and Mr. Carpenter at once found opportunity to turn his knowledge of drugs and medicines to good account. Prompt to respond where duty called, and fearless of consequences to himself, he turned his attention to the relief of the afflicted, as far as he was able to contribute to such relief, and was tireless in his work as long as the epidemic lasted. Notwithstanding the fact that he thus made his entrance into Chicago under the most unfavorable circumstances, he studied the situation carefully and reached the conclusion that he had made no mistake in his selection of a location. His keen perception took in at once its advantages as a trade-centre, and when his stock of goods arrived, he opened the first drug store in Chicago, in a small log building which he had rented for that purpose. The following year he added to his stock of goods the staple articles always in

demand in a new settlement, and as the population of Chicago increased rapidly after provision had been made for the construction of the Illinois and Michigan Canal, his business soon became a prosperous one.

In 1833, he erected a frame store building, the lumber for which was brought from Indiana on a prairie schooner drawn by twelve yoke of oxen. In this building he continued to do business until 1842, when he removed to a new location, and the following year retired from mercantile pursuits to give attention to other interests.

Always sanguine as to the future of Chicago, whatever funds he was able to spare from his business in the early years of his residence in the city, were invested in real estate. A quarter section of land which he secured on the west side of the river, which afterwards became Carpenter's addition to Chicago, was patented during Andrew Jackson's administration as President, and the patent deed, still in the possession of Mr. Carpenter's heirs, has attached to it General Jackson's signature.

This farm which was looked upon by many of the old settlers as so unpromising an investment at the time it came into Mr. Carpenter's possession, fulfilled the prediction made for it by the owner, and "made him rich," much richer undoubtedly than he ever expected to be.

His first residence in Chicago was built in 1833, opposite the present

Court House square, on La Salle street. Before he came to Chicago—in 1830—he had been married to Miss Sarah Forbes Bridges, who died before the end of that year. In 1833, he was married again, Miss Ann Thompson,\* of Saratoga, N. Y., becoming his second wife. She it was who became the mistress of the somewhat pretentious two-story frame residence on La Salle street, upon its completion, who brought joy and sunshine into the home of the pioneer, and who seconded him in all of his good works, up to the time of her death in 1866.

In 1840, having subdivided his "west side" farm into city lots, he built, what in those days was considered a splendid residence on one of the newly laid out blocks, improved the grounds by which it was surrounded, and had for many years one of the historically interesting homes of the city. At a later date he lived for a time at Aurora, Ill., but returned to Chicago where he

spent the last twelve years of his life, and died August 7, 1886.

With incidents of note, and the inception of enterprises which have been far-reaching in their influence in later years, the name of Philo Carpenter was associated in the early history of Chicago to a greater extent perhaps than of any of his contemporaries. In church and charitable work he was especially active from the beginning of his long residence in the city.

"With a Methodist brother and an officer of the Fort, he held a prayer-meeting the first evening after his arrival at Fort Dearborn." He arrived at the Fort on the 18th of July, 1832, and on the 22d of the same month he held church services, reading a sermon in the absence of the minister. "This" says the Rev. Mr. Hildreth "was the beginning of uninterrupted public worship in Chicago."

Within less than a month from that time, he had founded a Sunday

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\* "Only the angels know," says one who has written of Mrs. Carpenter, "how much of the usefulness of this good man was wrought by the prayerful influence of his sainted wife, Ann Thompson Carpenter. So symmetrical was her character in all the womanly virtues, so exalted her standard of personal piety, that one, who had known her intimately for years, hesitates to tell the simple truth lest the words find no credence. There was an indescribable charm in the house over which she presided, and the wanderer and the wayfarer always found a place and a welcome. In all the trials of life,

in the sickness and death of three children, there was the same unmurmuring spirit, the same loving submission to the will of God. In perfect sympathy with her husband in every work of reform, she was ever fearful that his zeal should find some hasty utterance that would wound the feelings of another. He was a person of strong convictions, she, of deep sympathies; while he denounced sin, her mantle of charity was covering the sinner. It is not too much to say, that in her sweet spirit every Christian grace had special prominence."

School, upon which was built up later the First Presbyterian Church. He was the first superintendent of this Sunday School, and he, with a few others formed the first church—above mentioned—of which he became one of the elders. He wrote and circulated the first temperance pledge in Chicago, and delivered the first temperance address. He was one of the officers of the Chicago Bible Society founded in 1835. He was one of the original members of the Third Presbyterian Church; the leader in the foundation of the First Congregational Church; one of the incorporators of the Chicago Theological Seminary; one of the founders of the Chicago Relief Society; one of the founders of the Chicago Eye and Ear Infirmary; and one of the most active of the pioneers, in promoting educational interests. For ten years he was a member of the Board of Education, and in 1867, upon his return from a trip to Europe, he learned that one of the public school buildings of the city had been named in his honor. This compliment he recognized by placing one thousand dollars in the hands of the proper officials, to be used in purchasing books for indigent children who might attend the school.

"The first one-horse shay" seen in Chicago contained Philo Carpenter and his newly-married wife. The first dray was introduced by him, and he also brought to the city the first platform scale, and the first iron safe.

Always a pronounced anti-slavery man, he did not hesitate to show his sympathy with the "subject race" wherever opportunity offered. He was a patron of Elijah P. Lovejoy's *Alton Observer*, and believed in the teachings of that noted apostle of liberty. The *Western Citizen*, an anti-slavery newspaper of Chicago, was established by the little band of abolitionists in the city, of which he was a leading spirit, and no liberty-seeking colored man, woman or child, ever appealed to Philo Carpenter in vain, for shelter or assistance.

In 1850 he was a delegate to a convention held in Cincinnati, which resolved: "That the friends of pure Christianity ought to separate themselves from all slaveholding churches, ecclesiastical bodies, and missionary organizations, that are not fully divorced from the sin of slaveholding; and we who may be still in connection with such bodies, pledge ourselves that we will, by the aid of Divine grace, conform our action in accordance with this resolution, and come out from among them, unless such bodies shall speedily separate themselves from all support of, or fellowship with slaveholding." Of his subsequent action, Rev. Henry L. Hammond has written as follows: "He was not a man to vote for a resolution in public and forget all about it in private, and as the General Assembly of the Presbyterian Church, which met in Detroit, in May, of that year, failed in Mr. Carpenter's view, to take the right

action, he led his church to adopt a minute that they would not be represented in Presbytery, Synod, or General Assembly till right action was taken. This minute was, of course, entirely unpresbyterian and unconstitutional. Nevertheless it was adopted by forty-eight out of sixty-eight resident members. The Presbytery after giving them a little time to rescind their vote, were compelled to treat the majority as seceders, and to recognize the minority as the First Church—an act supposed to be ecclesiastically right, although it involved turning the majority of the church out of the building they had in great part erected, and to which they thought themselves justly entitled. It was this action of the Presbytery which led to the organization of the First Congregational Church of Chicago, on the membership rolls of which, the names of Mr. Carpenter and his wife stood first and second. A little later he aided in the establishment of the *Congregational Herald*, the first denominational paper published in Chicago.

A man of the most positive convictions, he did not hesitate to make war on what he looked upon as an evil, however strongly it might be entrenched in popular favor. An opponent of Free Masonry and other secret organizations, he waged an unrelenting warfare on such associations while he lived, and provided in his will for its continuance after his death.

Noted, as he was, for his integrity and uprightness, his Christian character and his philanthropy, no more than a just tribute was paid to his memory by the Rev. Henry Hammond, who said of him, in an address delivered before the Chicago Historical Society, that "In laying the moral foundations, on which so much of the real prosperity of a city depends, among the early settlers of Chicago no man probably equalled Philo Carpenter." The same intimate friend and biographer thus summed up his acts of beneficence: "Probably no object of charity, public or private, which he deemed worthy, ever appealed to him in vain. It is impossible to estimate the amount of his benefactions. They were a steady and ever-increasing stream, from the organization of the first Sunday School, in 1832, to the date of his last will and testament. No computation is known of the amounts he gave to the earlier church with which he was connected; but it is known that he gave to the first Congregational church, first and last, more than \$50,000. To the Chicago Theological Seminary he had given before his death more than \$60,000, and in his will made it the residuary legatee of his estate, which, it is expected, will amount to not less than \$80,000 more. To the American Home Missionary Society, the American Board and the American Missionary Association, he deeded, several years ago, each a three-story brick house, available

after his death. To the National Christian Association he had given property worth \$40,000 or \$50,000, and his will added \$6,000 to the objects it represented. Relatives and friends had been freely aided during his life, and were provided for after his death. One-quarter of his real estate was given to benevolent objects in his will. As the gross amount was about \$450,000, this turned more than \$100,000 into the channels of benevolence."

The remains of the pioneer church founder, philanthropist and public

benefactor rest in Graceland Cemetery, while his memory will be perpetuated, not alone by the marble shaft which marks his resting-place, but by the great Christianizing agencies, with the establishment and maintenance of which his name is inseparably connected.\*

HOWARD LOUIS CONARD.

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\* In preparing the above biographical sketch, the writer has drawn largely upon the material supplied by Rev. Henry L. Hammond, in a memorial sketch of Philo Carpenter, read before the Chicago Historical Society, something over two years since.

## ROME.

### MR. SESSIONS' SUMMER IN EUROPE AND AFRICA.

WE remained in Italy ten days, coming in at Naples and going out at Genoa. This is my third tour of Italy; the first time in 1878 and the second in 1883. Each visit has been a delight, and new scenes and fresh experiences have greeted me each time. Naples is the largest city of Italy, and has 600,000 inhabitants, an increase in population since our first visit, eleven years ago, of 100,000, and it has made most wonderful improvement in its streets and buildings. It was noted a few years ago for the uncleanness and filthiness of its streets, from which a stench arose as we first rode into the city one morning in

July; now the streets are well paved and clean, and business is said to be thriving. The location of Naples on the bay of the same name with its islands and beautiful villages and villas in view—here the blue waters of the Mediterranean and there Vesuvius throwing out smoke and *debris*—is unequalled for picturesqueness in the world. In May there was a frightful eruption of Vesuvius, and it is impossible to get near the crater now. The railroad up to the crater has been in operation, but the guides were so angry on account of their business being taken from them, that they cut the cables; they have been

repaired and it is now in operation again. It is too easy now to ascend; you lose half the pleasure by not having the guides to pull you up and not having to walk knee deep in lava; when you get up after great difficulty you appreciate the grand view from the top of Vesuvius—anything secured by great exertion and labor is much more valuable than which has cost us no effort—the view at each resting place is splendid.

We drove one evening around the bay of Naples, overlooking the sea—it was a glorious scene—the gorgeous coloring of an Italian sunset and the clear blue of the sky; islands dotting the face of the sea, and fishing boats and sail boats and steamers plying between. The salt breeze from the sea was so cool that we were glad to button our coats up close this July day. This is the fashionable evening drive for the Neapolitans, and we met as many beautiful turn-outs as in Hyde Park, London, or Champs de Elysee, in Paris. The out riders were boys dressed in blue suits with bright buttons and silk hats with rosettes, and they looked very stylish.

We get tired seeing museums after seeing Pompeii; many more streets and ruins have been excavated since we were here last and the work still goes on. In the museum are the ancient remains which have been exhumed; they are very interesting, but it would take even a ready writer and an archaeologist too long a time to

describe them. Room after room containing wonderful remains, is shown, and the condition of the luxurious and passionate people of those times is thus revealed to us. One room where men only are admitted, was almost too disgusting a revelation for pure minded people to even refer to. An officer always accompanies visitors to this room for fear some curiosity seeker should take an instantaneous photograph of the disgusting scenes on the walls which have been taken from Pompeii.

We have secured a few beautiful paintings by a distinguished artist, of the island of Capri and scenes in Naples.

Our ride to Rome through the green groves of olives and oranges, was a relief after the desert of Algiers, and we soon come upon the ruins of the old Roman arches and aqueducts of Rome. Rome is so changed that the Continental Hotel (an immense structure where we stopped) and all the splendid Parisian style of architecture in the vicinity, are on a hill where, when we were here in 1883, there were no buildings. So many modern buildings have been erected since that time that we did not know where we were until we reached the Corso. We go first to St. Peter's Cathedral (with its seven hundred and fifty columns) and the Vatican, and spend a long time walking up and down the magnificent nave viewing the wonderful architectural proportions of the

great dome and its surroundings, designed by the greatest of architects and painters, Michael Angelo.

The old cathedrals remain the same. We visited St. Paul's, modern and rich in marble and decorations, and its polished Italian marble floors, not so mirror-like as in 1878, but still beautiful. We stopped on our way to visit the English Cemetery, where Shelley and Keats, the English poets, are buried. On the little grave stone at Shelley's grave are these words: "Percy Bysshe Shelley, *cor cordium Natus 15th August, MDCCX-CII, obit VIII July MDCCCXXIII.*

"Nothing of him that doth fade  
But doth suffer a sea change  
Into something rich and strange."

By the side of his grave is a monument of the same size erected to the memory of his dear and life-long friend and admirer, Edgard J. Trelawny, of London. "Whose lives were unclouded, etc." These graves were close to the old Roman wall. In an isolated corner of the cemetery is Keats' monument, so difficult to find that had not our attention been attracted by a photographer taking a photograph, it would have escaped us. Here were two other stones about two feet high. On one was the following inscription:

"THIS GRAVE CONTAINS ALL THAT WAS MORTAL  
OF A YOUNG ENGLISH POET, WHO  
ON HIS DEATH BED,  
IN THE BITTERNESS OF HIS HEART,  
AT THE MALICIOUS POWER OF HIS ENEMIES  
DESIRED  
THESE WORDS TO BE ENGRAVEN ON HIS TOMB-  
STONE:  
"HERE LIES ONE WHOSE NAME WAS WRIT IN  
WATER."—Feb. 24, 1821.

By the side of Keats' monument is a fac simile of it erected to the memory of his true friend Joseph Severn, with an inscription on it to his faithfulness as a friend, with a statement that he died in England. On the monument are engraved the names of the persons who paid for it.

It is tiresome to examine thoroughly the splendid paintings in the Sistine Chapel, adorned with frescoes by Michael Angelo, which makes it one of the art-treasures of the world. We go into the rooms called "Stanze of Raphael," which contain Raphael's master-pieces. The paintings by these two inimitable artists will attract the attention of all lovers of art. In the other rooms of the Vatican are works by Raphael, Murillo, Titian, Corregio and other celebrated artists. The Museum of Sculpture is also extremely interesting, and contains nearly 2,000 works. We were not allowed to go into the Chiaramonti Gallery. This gallery contains many valuable manuscripts and 50,000 printed books. The Pope was to pass this way, and the museum was closed. There are also the Etruscan and Egyptian Museums, where the archæologist will find many interesting antiquities. The Vatican is the largest palace in the world, and contains 11,000 rooms. Our guide, turning to us with a smile, remarked: "The Pope is in prison here, and does not go out, on account of the temporal power of the Pope being taken from him; and will remain here until it is restored."

We passed, on our way around the city, a new statue just erected by the students of Rome to the memory of Giordono Bruno, who was a reformer and suffered martyrdom in 1600. The reviving of this old reformer's memory at this time, by the erection of a monument, seems to have created great excitement here. I have noticed by telegrams in the papers that the clerical party was so exasperated that a riot was feared; and there are still threats of destroying it. A statue is to be erected to St. Philip (the protector of Rome), whose miracles were so wonderful that the Pope forbade his performing any more. One day, however, he saw a man falling from a scaffolding. "Save him!" cried the people. "I must not," said St. Philip. "But wait," he added; and, pointing to the falling man, he cried, "Stop!" and the man stopped in mid-air. St. Philip then ran to the Pope, explained the case and begged to be allowed to save him. "You have done a miracle already," said the Pope. "I see I cannot prevent your miracles. Go! You have my permission now and henceforth." So the man was saved; and St. Philip is now to have a monument erected to his memory. The above was related to me; but I cannot, of course, vouch for the truth of it.

We entered the old church of the Capuchin Monks, where, under ground, we were shown the bones of 6,000 old monks, corded up like wood, and the date of their death on the

skulls. Bones are also hanging around the room in festoons and in many pleasing shapes, so that they are not so horrible as one would think. The church of St. Cecilia is very interesting and old (it is one of the oldest churches in Rome), and the rooms we visited were under ground. An old monk showed us the rooms she (St. Cecilia) occupied, relating various incidents of her life and telling us of some of the miracles she is said to have performed. I can't remember the date of her life, but she was converted from Paganism.

No one tires of visiting the Pantheon, founded B.C. 27. The remains of King Victor Emanuel are now here. Rome is so full of archæological interest that it would take months to investigate all; and one in a few days can only glance at the Colosseum, Arch of Constantine, Arch of Septimius Severus, Forum Romanum, and the Baths of Caracalla, Bath of Titus, Scala Santa—supposed to have been ascended by Christ on his way to the judgment hall of Pilate—Catacombs, &c. One, for full information, must examine Roman history. New excavations are being made, and I could not help thinking what a delightful place this would be for the antiquarian.

Some one at home asked me—in a joke, of course—why I did not ask for an appointment by the President. I replied that I would not take anything but Minister to Rome. Ex-Governor Porter of Indiana is the recently appointed minister; and he

says he accepted it because he has always had a love for antiquarian researches; and his four years' stay here will give him ample opportunities. He is very attentive to Americans, and will fill the position with great credit to himself and to the satisfaction of the Government.

Rome is improving and growing like a western city, and has now a population of about 250,000—an increase of 50,000 in eleven years. The principal streets and squares are lighted by electricity; and the many beautiful fountains playing in the evening, with the electric lights reflected upon them, are very beautiful, indeed, as you ride around the city.

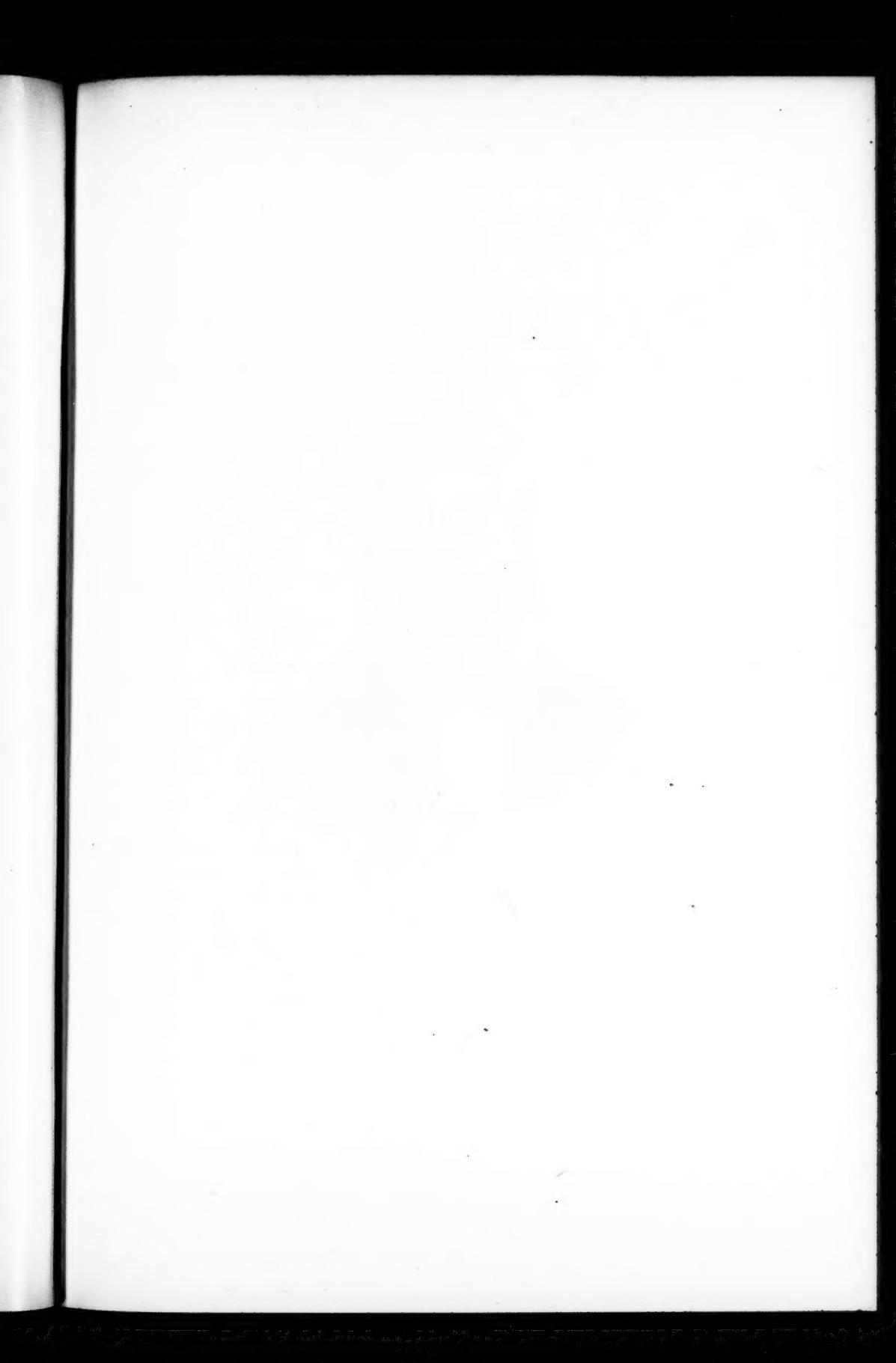
Our hotel is located on Quirinale Hill, which is high and considered the healthiest district, and is now covered over with beautiful buildings; and new ones are being constantly built. The Quirinale Palace, occupied by the King and Queen of Italy, is near here; and soon old Rome will be so changed by modern improvements and modern styles of architecture that its greatest attractions to the antiquarian will disappear. The old ruins now have to be propped up and under-pinned to keep them from falling.

Several American ladies have married Italian counts and reside in Rome. Miss Field, an heiress from

New York, married Prince Brancaccio, and has three children. The marriage is said to be a happy one. The Prince and Princess, with their children, called at our hotel to see some American ladies—one of them a sister of her business manager, an American. She invited them to her palace and gave them *carte blanche* use of her carriage, and went with them to many places of interest in Rome. The sister of Mr. Mackey, the California millionaire, married Count Colonara. His palace and surroundings give one the impression that he hasn't much of an estate; but Mackey, no doubt, will supply the "shekels." A sister of Mrs. Mackey also married an Italian count.

We could not leave Rome without riding up to the Spanish monastery—a hill overlooking the city and Campagna. It affords a most delightful view of the hills of Rome, Alban Mountains and Sabine Hills. We enjoyed the view of the Campagna, on account of the truthfulness with which Griswold portrayed the mountain and old Claude's tower, in the painting of the "Campagna of Rome" which he executed for me. He has become quite renowned as a landscape painter.

F. C. SESSIONS.  
ROME, August, 1889.





P. Kreischer

## PROMINENT CITIZENS OF NEW YORK: THE GREAT MERCHANTS.

### BALTHASAR KREISCHER.

THE great fire brick and retort works of B. Kreischer & Sons, at Kreischerville, Richmond county, a pioneer in the business in this country, was founded in 1845 with Mr. Charles Mumpeton, by Mr. Kreischer, under the name of Kreischer & Mumpeton, at Goerck and Delancy streets, New York City, and existed as such until 1849, when Mr. Mumpeton died and the business was continued by Mr. Kreischer until 1859, when Mr. Kreischer's nephew was admitted, and later in 1861, his son-in-law, the firm becoming B. Kreischer & Co. This association continued only a short time, however, and in 1870 the style became B. Kreischer & Son by the admission of the son, George F. Kreischer. In 1873, the property in New York, twenty-one full city lots, became too valuable for such purposes, and the Staten Island works were enlarged to a capacity equal to that of the New York works. The business depression of that year somewhat retarded the building, and it was not completed till the fall of 1876, when the entire plant was transferred to Staten Island. Tenement houses were erected in place of the New York buildings. January 1, 1877, the

works were destroyed by fire, involving a loss of sixty thousand dollars. Determined energy and pluck on the part of the father and sons enabled them to resume operations on the 23d of the following April, and the plant was reconstructed with every known improvement. After thirty-three years of active business, Mr. B. Kreischer retired in 1878, and the name of the firm was changed to its present form of B. Kreischer & Sons.

The factory, two stories in height, covers over three acres of ground, and its capacity is twenty thousand fire-brick per day. The present members of the firm are the three sons of Mr. B. Kreischer; George F., Charles C., and Edward B.; the first residing in New York and the two latter at Kreischerville, Staten Island. The office and stock depot of the firm is at Houston street and East River, New York City, where the financial part of the business is conducted. Thus for over half a century has the business conceived and established by Bathasar Kreischer grown and prospered until it has become an important part of Staten Island's interests.

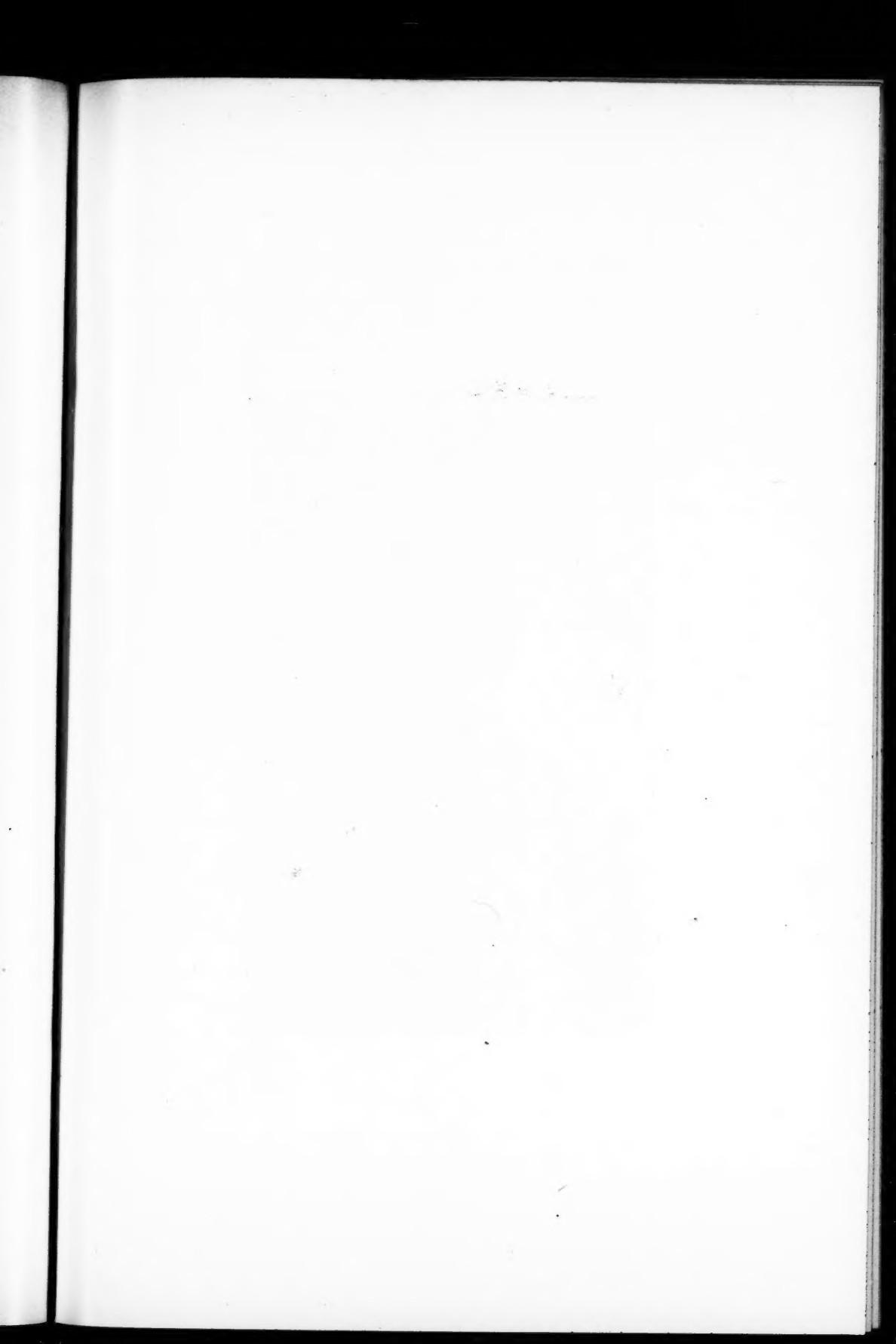
The founder of this great business was born on the 13th of March, 1813,

at Hombach, a small Bavarian village, and was a grandson of Nickolas Kreischer, a native of Berschweiler, Rhenish Prussia, who settled in Hombach as a manufacturer of brick. He had three sons—Peter, Andreas and Balthasor. The latter—the father of the subject of this sketch—was born in 1776, married a Miss Susan Schlemmer, of Hombach, and was the father of our subject. He received a common school education, and was apprenticed to a stone-cutter and sculptor. He was one of those to lay the corner-stone of the fortress of Germersheim, near the ruined castle of Fredericksruhe, where Rudolph of Hapsburg died in 1291.

Following the great fire in New York in 1835, which influenced his emigration to this country, Mr. Kreischer came to America, arriving in June, 1836. He immediately obtained employment in the rebuilding of the burned district. Not long after this he was married to Caroline, daughter of George Hænchen, also a native of Hombach, and soon became a builder himself. He especially devoted his attention to the building of bakers' ovens, and, having discovered in New Jersey a suitable clay, also engaged in the manufacture of fire-brick; and

soon after the firm of Kreischer & Mumpeton—of which we have already spoken—was formed, as before detailed. It was in 1860 that Mr. Kreischer became one of the original incorporators of the Staten Island Railway, and, by generously aiding it, enabled it to become self-supporting. His sons, after receiving a thorough education in this country and in Europe, were thoroughly posted in the business, succeeding their father in 1878.

Mr. Kreischer was one of the original trustees of the Dry Dock Savings Bank. He was active in Masonic matters, and also in various charitable organizations, especially the Association for the Improvement of the Condition of the Poor of New York. He was greatly esteemed at Kreischer-ville (named in his honor), and was always at the front in any movement looking to its betterment. Shortly previous to his death, which occurred on August 25th, 1886, he had given—free of debt to the congregation—the church edifice of the German Lutheran Society of St. Peter's, at Kreischer-ville, this being only one of the many and unostentatious acts of benevolence which could be attributed to him.





A handwritten signature in cursive script, appearing to read "John D. Duran". The signature is written in black ink on a plain white background, positioned directly below the portrait photograph.

## JAMES W. ELWELL.

THERE is not a great number of the old New York merchants still to be found among the younger generation which has succeeded them, and in whose footsteps they are following. Many of those whose faces were familiar in the busy marts of trade, two and even one generation ago, have passed from life, or have, through choice or necessity, retired from participation in the business enterprises of the day.

What, then, shall be said of such a representative as Mr. James W. Elwell, a man who has not only been a busy merchant for one and two generations, but for nearly three decades has been identified with the great business of the metropolis of the western hemisphere. Truly such a man, one who has not only been successful in amassing a large fortune, but has done this without the remotest suggestion of unfair dealing or any form of trickery, is entitled to more than usual mention with the other noble examples of the ideal American merchants and business men. We must accord Mr. Elwell a conspicuous place in the front rank among such men as Horace B. Claflin, David Dows, Henry E. Pierrepont, and others, of whom he is one of the few remaining members; men who in

their time were not only successful in their mercantile pursuits, but left what was "rather to be chosen than great riches"—"a good name." To this, in addition, has Mr. Elwell proved not only to himself, but for the comfort and joy of hundreds of beneficiaries of his charity, that "loving favor is better than silver and gold." The beautiful admonition of the Saviour was never carried out more effectually than in the life work of Mr. Elwell, during the period of which, it would be no exaggeration to say, he has given a million of dollars, a large part of his fortune, for the relief of the deserving poor and enfeebled, and in aid of religious and benevolent institutions.

James William Elwell was born in the old ship-building city of Bath, on the Sagadahoc River, Me., August 27, 1820. He is a great-grandson of Payn Elwell, who married before reaching his majority, and left nine children, one of whom, Payn Elwell, Jr., he, previous to his death had associated as a partner, he having previously been his clerk up to the age of twenty-two. At a later date he succeeded to his father's business, and took one of his own sons into partnership. This son was John Elwell, the father of the subject of this sketch,

and he, following the example of his ancestors, took his son, James W., into his employ at an early age, and it will thus be seen that he is essentially "a chip of the old block," having from earliest youth been brought up among commercial and mercantile surroundings. The father, John Elwell, when first entering business, confined himself to general merchandise, but the extensive ship building interests which were then, and are even at this day identified with Bath, induced him to extend his business into the fitting and equipping of vessels, for fishing cruises, voyages "around the Horn," and coasting; he also established at the same time a very considerable West India trade. He contemplated settling in New York in 1831, and went to the city with that intention, but this was at the time of the outbreak of Asiatic cholera, and general trade was so depressed in consequence, that he postponed carrying out his contemplated move until the year following. Instead, then, of following out his original plan, he settled in Brooklyn, and commenced business with Mr. James B. Taylor, under the name of Elwell & Taylor, at No. 84 Coffee House Slip, New York City. Brooklyn was then but an insignificant village, comparatively, and the trip from Bath to New York took up two weeks' time.

In those days children were not usually sent to school at such an early age, but the child, James W., began his schooling when only three years

old, and at nine was so well prepared that he was admitted to the Bath Academy. The natural result was that he pushed his studies at an uncommonly youthful period, and when his father opened store he was given the position of clerk. Some months subsequent to this he entered the store of James R. Gibson—not a very lucrative employment—for in those days a clerk had to work his way upward by slow degrees, and in the meantime he was expected to do a great deal of hard work, for which he received very small wages, as witness the terms upon which young Elwell entered Mr. Gibson's employ, where he was to receive no salary whatever. the first year, with fifty dollars the following, and a subsequent small annual increase. But Mr. Gibson was a man who recognized merit and faithful conduct, and up to the end of the first six months this was substantially manifested by the payment to him of twenty-five dollars—he at the same time being told his salary would be fifty dollars for the first year, instead of nothing, and at the end of the year he received the fifty dollars in full, although he had supposed the several advances during that time had been paid on account. This is a most eloquent appeal to young clerks to do their duty by their employers, and it is an exceptional one who will not reward their diligence.

Young Elwell's progress, begun at this time, received no check thereafter; and in his eighteenth year he

had charge of his employer's business, which was far from inconsiderable, and he remained with him until his retirement, in 1838.

James W. was then a youth of about eighteen years, but so well advanced in mercantile methods and knowledge that he was taken into partnership by his father on May 1st, 1838, in his shipping office, at No. 57 South street, the firm being known as John Elwell & Co. The father died in August, 1847, and for five years thereafter the business was conducted by James W. Elwell alone. During his partnership with his father, he allowed his earnings to pay his father's obligations, brought about by the panic of 1837, by endorsing notes and signing bonds for others. He increased its business, establishing lines of sailing vessels between New York and the principal Southern seaports, as well as extending its export and import trade to the East and West Indies and South America.

Charles Frederick Elwell, a brother of our subject and a clerk in his employ, and Thomas Besant, his book-keeper, were admitted into partnership in 1852, the firm becoming James W. Elwell & Co. About two years later Mr. Besant withdrew from the firm; but its title remained, as it still does, the same. Mr. C. F. Elwell retired from the firm in 1885.

Two brothers of Mr. Elwell are living, one of whom was for many years a shipmaster, and is now engaged in business in Philadelphia, Pa. The

youngest of the four brothers was the former partner, before referred to. He was at one time President of the New York Maritime Exchange. On the maternal side, the Elwell family is descended from Mary Sprague, one of the notable family of that name, who came to America in 1728, landing in Plymouth, and settling in Duxbury and Marshfields, Mass. Subsequently some of their descendants removed into Rhode Island and Maine, where its members are well known and influential.

Mr. James W. Elwell was connected, from the origin, in 1838, with the old Merchants' Exchange, which subsequently became the present Produce Exchange of New York. He was for many years one of its arbitration committee, a tribunal equally as high in its powers as the Supreme court of the State. In 1855 he became a member of the Chamber of Commerce, and was one of the incorporators of the Shipowners' Association.

In politics, he was originally a Whig; but, since the organization of the Republican party, he has not identified himself with any one in particular, preferring to remain independent in politics, especially in local matters—and in this he only votes for the best man.

Although he has been connected with a great number of railroad, insurance and other enterprises, outside of his individual business, besides charitable and benevolent acts, he has not been absorbed by them; and his

generous nature has prompted to acts of beneficence of the most liberal character. Few, if any, men have done as much during their lifetime in practical and unostentatious charity. The writer has been informed by friends of Mr. Elwell that he has donated substantial aid to not less than four hundred religious and charitable institutions, besides many and many times over, in his quiet way, in private gifts to the needy. It would require many times the space which could be given in a magazine article to particularize, even briefly, as to these many acts of kindness. But they are known to thousands; and although Mr. Elwell has not sought praise for his generous acts, the pleasure he has brought to this multitude of needy ones must but reflect itself in his heart as a generous act well done in each instance. The consciousness of this is, in itself, sufficient reward to this man, who does a generous act because it is a pleasure to him. In the autumn of life, yet still vigorous and active, how much greater must be the gratification to him than any sordid hoarding

of his wealth would have brought. All honor to such men of wealth! They are too few to pass by without more than a word of commendation.

Mr. Elwell married Miss Olivia P. Robertson, of Bath, Me., in 1844. Her death took place in 1851; and he subsequently married Miss Lucy E. R. Stintson, also of Bath. He has three daughters living, one of them by his first wife. He has attended Clinton Avenue Congregational Church, in Brooklyn, since 1854, having become a member on January 3, 1864, subsequent to which time he has been a familiar figure in the church in which he has seated the stranger in that genial way which always made him feel at home and welcome.

In closing, while we could say much more of Mr. Elwell, we will be content to mention his three most prominent characteristics: These are—fondness for old people; affection for little children, and love of flowers. Truly, these, also, bespeak the nature of the man. We need say no more.

GEO. WILLIAMS TRAVERS.

## EDITORIAL NOTES.

THE Seventh Annual Meeting of the American Historical Association, was held in Washington City, in December, commencing on the 29th and closing on the 31st. The attendance was the largest yet reached, one hundred and seven members being present, as against eighty-seven in 1889. Six sessions in all were held. A varied and attractive programme was presented, ranging from "Canada and the United States," by Dr. J. G. Bourinot, clerk of the Canadian House of Commons, to "The Yazoo Land Companies," by Dr. Charles H. Haskins of Wisconsin, and from "Bismarck as a Typical German," by William G. Taylor of New York, to "Political Ideas of the Puritans," by Herbert L. Osgood of Columbia College. Dr. William Harris, the national commissioner of education; Hon. John Jay, and President D. C. Gilman of the Johns Hopkins University, were among those who presented papers upon special themes. The headquarters were at the Arlington. The Cosmos Club extended the privileges of its club house to the members while in Washington, and Mr. and Mrs. William D. Cabell gave a reception one afternoon. The committee on time and place for the next meeting reported in favor of the holiday season and the city of Washington. Hon. William Wirt Henry was elected president. The old board of officers was retained, and Mr. Henry Adams, the historian, was chosen one of the vice-presidents.

MR. JOHN H. B. LATROBE, who presided at a recent meeting of the Maryland Historical Society, spoke of his acquaintance with Charles Carroll of Carrollton, when a letter

of inquiry in reference to the artists who painted the famous signer's portraits was read. "I believe I am now the only living man," said Mr. Latrobe, "who knew Carroll of Carrollton personally. He was my client, and I was well acquainted with his family. I remember once, after I had written a biography of him, I took it to the o'd gentleman and read it over. He bowed his head courteously at the conclusion, for he was the highest type of an old-time gentleman, and said: 'Yes, that is all perfectly correct, sir, but you make me out a much greater man than I ever expected to be.'" Mr. Latrobe said that a portrait of Carroll, owned by Mrs. Acosta, and now in the possession of the society, is a remarkably faithful likeness and the best in existence. "The picture seems to speak," he declared.

ONE of the old and original patentees in the Norwalk (Conn.) settlement, was a family by the name of Kellogg. Among the records of the family are a number of deeds and patents from the Indians which are very interesting. An Indian deed to Roger Ludlowe is as follows:

"A deed of sale made by Norwalke Indians unto Meisters Roger Ludlowe of Fairfield, as followeth, 26th February, 1640.

"An agreement made between the Indians of Norwalke and Roger Ludlowe: It is agreed that the Indians of Norwalke, for deed in consideration of eight fathoms of wampum, six coates, tenn hatchets, tenn hoes, tenn knifes, tenn sissors, tenn jewes harpes, ten fathoms tobackoe, three kettles of six hands about, tenn looking glasses, have granted all the lands, meddows, pasturings, trees what-

soever there is and grounds between the twoe rivers, the one called Norwake and the other Soakatuck, to the middle of saidd rivers from the sea a day's walke into the country, to the sayed Roger Ludlowe and his heirs and assigns for ever, and that noe Indian or other shall challenge or claim any ground within the sayed river or limits nor disturb the sayed Roger, his heirs or assigns within the prencincts aforesaid."

At the bottom of the deed are the names of several Indian chiefs, who signed the document. Another deed from the Indians is to Captain Patrick. It reads as follows:

"An agreement between Daniel Patrick and Mehackem and Naramake and Pemennate Hewnamponn, Indians of Norwake and Makenton, to the said Daniel Patrick hath bought of the said three Indians the ground called Sacunyte Napucke; also Meenworth; thirdly, Asmusowis; fourthly, all the land adjoyninge to the after-mentioned as far up in the country as an Indian can go in a day from sun rising to sun setting, and two islands neere adjoininge to the sayed Carantenuyneek, all bounded on the west side with Noewanton, on the east to the River Norwake, and all trees, meadows and natural adjuncts therunto belonginge for him and his heirs forever.

"For which land the sayed Indians are to receive of the said Daniel Patrick of Wampum tenn fathoms, hatchets three, bowes three, when ship comes, sixe glasses, twelve tobacco pipes, three knifes, tenn drills, tenn needles. This as full satisfaction for the aforementioned lande and for the peaceful possession of which the aforementioned Machachewell doth promise and undertake to silence all opposers of this purchase if any should in his time act. To witnesse which on both sides our hands are interchangeably hereunto sett this 20th day of April, 1640."

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AT the annual meeting of the Webster Historical Society, held at Boston, the principal officers for the ensuing year were elected as

follows: President, Stephen M. Allen, of Duxbury; Vice-Presidents, Abner C. Goodell, Jr., Nathaniel P. Banks, Massachusetts; George F. Edmunds, Vermont; Henry Howard, Rhode Island; L. D. Mason, New Hampshire; Joshua L. Chamberlain, Maine; the Rev. Henry Barnard, Connecticut; William M. Evarts, New York; J. H. Stickney, Maryland; D. W. Manchester, Ohio; Lucius Hubbard, Minnesota; J. C. Welling, District of Columbia; G. C. Ludlow, New Jersey; General W. T. Sherman, Missouri; Dr. E. W. Jenks, Michigan; J. B. Young, Iowa; Horace Noyes, West Virginia; J. H. Campbell, Pennsylvania; W. H. Baker, New Mexico; the Rev. C. M. Blake, California. Executive Committee—Stephen M. Allen, Mellen Chamberlain, John D. Long, Thomas H. Cummings; Finance Committee—Russell Bradford, F. M. Boutwell, N. W. Ladd, the Rev. J. H. Ward, George W. Forristal, Hiram H. Tallmadge. Historiographer—The Rev. W. C. Winslow. Treasurer—S. M. Allen. Recording Clerk and Corresponding Secretary—Thomas H. Cummings.

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ONE of the great features of the recent sale of the Leffingwell collection at Boston, was the composition for a large two-page letter signed by the Rev. John Eliot, missionary to the Indians. It bears date " Roxbury, the 22 of the 6, 1673," and it is addressed to the Rev. Mr. Shephard, at Charlestown. It was started at \$10 and the words were scarcely out of the bidder's mouth before \$50 was offered. Then came \$100 to which was immediately added \$25, and so it leaped upward, nobody attempting to raise the last bidder less than \$25 till the offers reached \$450. At last Mr. Benjamin boldly offered \$500, which effectually stopped all competition. Other bids were \$220 for a document, also by the Rev. John Eliot, dated 1697, and bearing the signature of Governo: Winthrop; \$400 for the Constitution of the United States and letter of Washington as President of the convention submitting the constitution to Con-

gress. On another day Benjamin Franklin was by long odds the favorite, a letter of his dated from Paris, February 2, 1797, selling for \$65. A letter of Franklin's to his wife brought \$32. A letter of William Hindman's after considerable competition, was sold for \$31. The next favorite was John Hancock, and of the six letters of his offered, one brought \$27, another \$26, and a third \$24. His signature as President of Congress only brought \$5. The autograph of Whitman Hill was bought by Mr. Davenport, for \$24. The highest price paid for an autograph of Thomas Jefferson's was \$30. A letter of John Jay's was sold for \$15, and a historical document of Ralph Izard's, dated Naples, January 15, 1775, brought \$11. A letter of Benjamin Harrison's telling of a report prevailing that General Washington "is become so unpopular in his army that no officer will dine with him," was bought for \$9.

AT the annual meeting of the Oneida Historical Society, Hon. C. W. Hutchinson, the first vice-president, occupied the chair. The annual reports were received, Rees G. Williams, the recording secretary, reporting that there had been an increase in attendance and interest during the year. General C. W. Darling, corresponding secretary, reported: Fall number of communications issued from January 15, 1890, to January 13, 1891; 3,734, as per correspondence book to be seen at office of the corresponding secretary. Expenditures for postage and express charges, on publications sent to the Oneida Historical Society, as shown by the book above-named, \$50.10. The number of communications received, it is assumed, will be about the same as the number issued, although not the same critical memoranda could be taken without the expenditure of double the amount of time and labor. Officers were elected as follows: president, Hon. C. W. Hutchinson; first vice-president, Henry Hurlburt; second vice-president, George D. Dimon; third vice-president, Hon. D. E. Wager; secretary, Rees G.

Williams; corresponding secretary, General C. W. Darling; librarian, Dr. M. M. Bagg; treasurer, Warren C. Rowley; counsellors, Rev. D. W. Bigelow, W. Stuart Walcott; executive committee, Alexander Seward, Daniel Batchelor, George C. Sawyer, B. G. Beach, N. Curtis White. Hon. Mr. Hutchinson and George D. Dimon expressed their sense of the honors conferred upon them. In the evening the members of the society gathered in Library Hall to listen to the annual address by B. S. Terry, Professor of History in Colgate University.

THE State Historical Society of Wisconsin held its thirty-eighth annual meeting, with the usual large and interested attendance. President John Johnston, of Milwaukee, delivered his annual address. Secretary Reuben G. Thwaites, as the executive officer of the society, then presented his annual report. While the year, he reported, had been without special event in the affairs of the society, there had been the usual progress in the several departments of activity. The accessions to the collections had been gratifyingly large, and valuable, and there was to be noted an increased interest in the society's work upon the part of the public, with a decided gain in the number of users of the library. The crowd of visitors to the portrait gallery and museum had been at least as large as usual—perhaps somewhat exceeding the previous year. Attention was called to the death, June 27, of Vice-President John H. Rountree, of Platteville, and an earnest tribute was paid to his memory, as almost the last of the coterie of lead-mine pioneer celebrities who were in at the beginning of American development in Wisconsin. The deaths were also noted—with brief notices of their connection with Wisconsin history—of the following prominent pioneers, all of whom passed away in 1890: Mrs. Elizabeth T. Baird, E. H. Brodhead, Samuel G. Colley, Noah D. Comstock, Jonathan Ford, George C. Ginty, Edward A. Goodenough, Madam Madeline

la Riviere, Francis Little, Samuel R. McClellan, David P. Mapes, Eliphilet S. Miner, Wallace Mygatt, Butler G. Noble, Otis W. Norton, George H. Paul, Hanmer Robbins, Christopher L. Sholes, Hiram Smith and Mrs. Emeline S. Whitney.

THE financial condition of the society was shown to be fair, but there is a growing need for more money, in all of the funds. The general fund—the annual State appropriation of \$5,000—was shown to be insufficient, “with the continual growth of demands upon the library, from students and professors of the State University, and other special workers, together with the enormous increase, of late years, in the output of current books of prime importance in American reference libraries, and the increased cost of library management incident to the enlarged use of the shelves.” The report suggests that “efforts should be made in the early future to secure an addition to this amount, that the library may be kept abreast with the times as a general literary workshop, and maintain its standing among the libraries of the world as a rare storehouse of Americana.” The binding fund—the result of membership dues, gifts and sales of duplicates—now amounts to \$21,000, which bears good interest and is steadily growing; nevertheless, “it has by no means reached its desirable limit, and gifts and bequests would still be warmly welcomed.” The antiquarian fund, derived from similar sources, now amounts only to about \$1,500, and is a deserving object of interest to the liberal-hearted. The suggestion is made, that when this fund is sufficiently large, it would be proper for the society to undertake the planting, in connection with local authorities, of historical monuments at several points in the State—for instance, on the old Portage trail, between the Fox and Wisconsin rivers, which Radisson

used as early as 1663; the remains of Perrot's old fort at Trempealeau; the sites of Vieau's and Juneau's trading posts in Milwaukee. Such monuments, tablets and inscriptions would be of great value as object-lessons in State history.

THE secretary reported that, as a result of his visit to Green Bay, Kaukauna and other points in the valley of the Lower Fox, the past year large additions have been made to the society's now enormous collection of old documents—letters, diaries, account books, etc.—illustrative of the old French fur-trading days in this State. Nearly 20,000 documents representing this period are now in the possession of the society. New York and Massachusetts alone, have collections as large of original manuscript material illustrating their early State history. The library accessions of the year number 2,444 volumes and 4,792 pamphlets. The present estimated strength of the library is 68,614 volumes and 72,351 pamphlets (most of these pamphlets would be counted as volumes in many eastern reference libraries)—a total of 140,965. The year's accessions include many volumes of exceptional rarity and importance, adding materially to the library's resources. There are now 6,000 bound volumes of newspaper files in the library (three years of a country weekly are bound into one volume), 5,073 British and American patent reports, 2,151 volumes in political science, 3,405 in American history, 1,217 in genealogy and heraldry, 1,000 relating to Shakespeare, and 1,275 maps and atlases.

IN the place of the late Hon. John H. Roundtree, of Platteville, vice-president of the society, Hon. John E. Thomas, of Sheboygan Falls, was elected. The following standing committee on historical monuments was announced by the chair: Dr. L. C. Draper, Dr.

F. J. Turner, Reuben G. Thwaites, President T. C. Chamberlin and Prof. A. O. Wright. The following select committee on legislation was also chosen by the president: Hon S. U. Pinney, Major Frank W. Oakley, Hon. Burr

W. Jones, Hon. M. R. Doyon and Reuben G. Thwaites. The constitution was amended so that hereafter the society will hold its annual meeting the second Thursday in December.

## AMONG THE BOOKS.

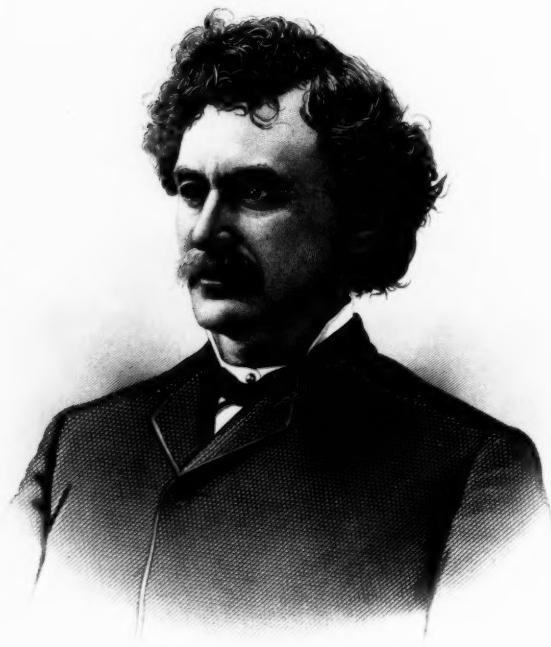
"THE SCOTCH-IRISH IN AMERICA: Proceedings and Addresses of the Second Congress, at Pittsburg, Pa., May 29 to June 1, 1890." Published by order of the Scotch-Irish Society of America. Robert Clarke & Co., Cincinnati. (\$1.50).

This is volume second of the annual publications of this young but thriving society. It is divided into two parts, the first containing all the proceedings of the second great Scotch-Irish Convention held at Pittsburg, last May, including a description of the visit paid the Congress by President Harrison and his cabinet, with letters and telegrams from distinguished men all over the world. Part second contains "The Making of the Ulsterman," by Rev. John S. MacIntosh, D.D., of Philadelphia; "The Scotch-Irish of New England," by Prof. Arthur L. Perry, of William's College, Williamstown, Mass.; "General Sam Houston, the Washington of Texas," by Rev. D. C. Kelly, D.D., of Gallatin, Tenn.; "The Scotch-Irish of Western Pennsylvania," by Hon. John Dalzell, member of Congress from Pennsylvania; "The Prestons of America," by Hon. W. E. (Richelieu) Robinson, of Brooklyn, N. Y.; "Washington and Lee, the Scotch-Irish University of the South," by Prof. H. A. White, of Lexington, Va.; "The Scotch-Irish of Pennsylvania," by ex-chief Justice Daniel Agnew; "The Ulster of to-day," by Rev. John Hall, of New York City, and the "Scotch-Irish of Ohio," by Hon. James E. Campbell, Governor of Ohio. It contains also all that was

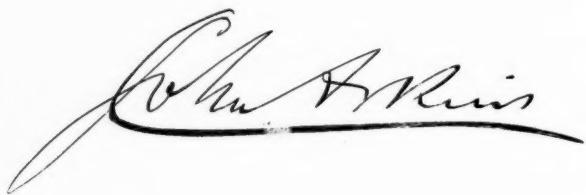
said and done at the great religious meeting, including the sermon of Rev. Dr. John Hall, preached to the immense audience on the last evening of the Congress. Another feature very interesting to genealogists is the list of members with important biographical facts concerning them. It is an octavo of 325 pages, handsomely printed, and bound in cloth and paper covers. A fine portrait of Robert Bonner serves as frontispiece.

"MISCELLANEOUS WRITINGS." By Julia M. Thomas, "Founder of Psycho-Physical Culture." Published by John W. Lovell Company, New York.

The scenes described in this little volume of personal impressions are laid at points somewhat separated in space, extending from the "Thousand Islands" of the St. Lawrence, on the one hand, to San Francisco, on the other. The themes touched upon in the more philosophic chapters are as varied, having the "Needs of the Girls" as one limit, and a very frank and fair investigation of Mormonism as the other. Many scenes and many views of an intermediate character are presented in both cases. The author writes with a purpose, with clearness and an evident intention to be fair. Her letters upon Mormonism present a series of interviews upon both sides, and, while containing little that is new, they present some well-known facts in an interesting and instructive form.



John A. Ruiz



A large, flowing cursive signature of the name "John A. Ruiz". The signature is written in black ink on a white background. The "J" is particularly prominent, with a long, sweeping stroke.